



A black and white photograph of a long, thin, dark, segmented object, possibly a fossil or a biological specimen, laid out horizontally against a light background. The object has a complex, irregular shape with several distinct segments and protrusions, particularly at the ends. It appears to be a single specimen, possibly a fossilized insect or a biological structure, showing detailed texture and form.

The Journal of a Whaling Voyage in
1834 of the Barkentine Capt. Benjamin Clark

Thursday Nov. 15th 1834

The latter part of this day light winds from
W, by E, to East, at 8th M. took our anchors and
steered S, S, W. out of Buzzards Bay. At 11 discharged
the Pilot, so ends this day. 14 men on board
all well, day Edg

Friday Nov. 16th 1834

The first part of this day light winds from the
Eastward and thick morning weather, all hands em-
ployed at stowing the provisions and cleaning the
decks, middle part a strong breeze from S, E,
the ship standing by the wind to the East
ward, at 2 P. M. passed Round Point East 1
League, from which I took my Departure,
latter part, a strong breeze from S, S, W,
heading by the wind to the S, E, saw one ship
so ends this day.

Lat. By obs, $40^{\circ} 25'$ South.

Saturday Nov. 17th 1834

Begins with a strong breeze from S, S, W,
under all necessary sail heading by
the wind to the S, E, at 8th M. the wind
shifted to the W, W, in a squall, took in the
Top. G. sail doubled uped the Top. sail furlled
the jib, spraker and Main Course, middle
and latter part pleasant breezes from W, W,
steering S, E, the watch employed at various
jobs of ship's duty, one sail in sight so
ends there 24 hours.

Lat Obs,

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RECEIVED VI
The first part of these 24 hours fair
gales from N.W. under all sail steering
S.E. by E. middle part much the same, latter
part strong gale from the Eastward the
Ship under way by the wind to
the S.E. see nothing remarkable, so ends this
day. No obs.

Monday Nov. 18th

Begins with strong gales from E. by N. heading
by the wind to the S.E. under double reef, 3
sails at 4 P.M. the wind veered to S.E. and
increased to a perfect gale when Ship was driven
to the Eastward took in the Fore Top Sail Fore Course
and Mast reefed main Top Sail, latter part a severe
gale from N.W. attended with very heavy squalls
of wind rain Thunder and lightning at
10 P.M. Cleared up. the main Top Sail at 11 P.M. set
it again, so ends this day. No obs.

Remains on Tuesday 20th.

Begins with a fresh gale from N. by E. steering
E. by S. under double reef, Top Sails at 10 P.M.
set the main Course and jib, at 6 P.M. took in
the reefs out of the main Top Sail, latter part
fresh winds and rising weather, heading by the
wind E. by S. so ends this day. No obs.

Remains on Wednesday 21st.

The fore part of this day fresh wind from
N.E. and rising weather, middle part calm, latter
part strong winds from N. by E. at 10 Double
reefed 3 Top Sails, the watch employed at knock-
ing out the Fore Lead, so ends this day.

Sum of Lat. 37° 04' N.

Remarks on Thursday Decr 22nd 1798

The first part of this day so fresh gale from N.W. by R.
the Ship. Double reefed Top Sails, steering E.S.E. middle
part so severe gale at 6 P.M. Clest reefed the main S. S.
at 8 O'Clock ship as we stood on the horizon hove in sight
the nearest house engaged the whole and broke it
took in the fore Top. Sails and fore beams and halled
by the wind to the S.W. latter part quite moderate
made all sail and steered our course E.S.E. the first
part the watch employed at stripping old junk, latter
part at various jobs of ship duty. so ended this day,
Lat. By obs. 36° 56' N.
Long. By C. no. 55° 20' W.

Remarks on Friday 23rd

Begins with light winds from S.W. and fine weather
under all sail. steering S.E. by E. middle part steering
gale doubled reefed the Top Sails, latter part the
same, the watch employed at fitting the Boats
so ended this day, Lat. By obs. 36° 01' N.
Long. 55° 20' W.

Remarks on Saturday 24th

Ull these 24 hours a pleasant gale from N.W.
under all drawing sail steering E.S.E.
the watch employed at fitting the Boats and
other jobs about the ship deck or setting up
that must Boats. stops. now no thing remarkable
so ended this day, Lat. By obs. 35° 40' N.

Remarks on Sunday 25th

Begins with fine weather with a light breeze
from S.W. under all drawing sail steering
E.S.E. middle part, latter part strong winds
and clear weather now nothing remarkable
so ended this day

Lat By obs. 35° 07' N.
Long. By C. no. 45° 21' W.

Remarks on Monday Nov; 26th 1854
The first part of the day strong breeze
from S.W. under all standing sail steering
S.E. By E, middle part strong winds and squally
weather took in main top. G. sail and main
boom, latter part light airs and fine weather
the watch employed at putting the boats, at 10
A.M. saw five whales, one man sick. so made
Long. By Cn, 42° 44' W. Lat. By obs, 34° 34' N.

Remarks on Tuesday 27th
Begins with a fresh breeze from S.W. and
under all sail steering S.E. By E, middle part
strong breeze, latter part a heavy gale from
W. By S. at 10 P.M. reduced our sail to a close
reefed main top. sail and went on to heading to the
Southward ~~at~~ latter part much the same as
yesterday, this day Long. By Cn, 37° 54' W. Lat. By obs 26° 02'

Remarks on Wednesday 28th
The fore part of this day a heavy gale
from W. By S. under a close reefed main top.
Sail. Heading to the Southward, at 6 P.M.
moderated. some at the fore boom at 11
A.M. went to engine, latter part fine weather
made all sail steering S.E. the watch
employed at putting the boats, so made
Long. By Cn 37° 54' W. Lat. By obs 33° 20' N.

Remarks on Thursday 29th
The first and middle part of this day a
fine breeze from S.W. By W. under all sail
steering S.E. latter part calm all hands
employed at breaking out the fore hole
saw nothing remarkable, so made this day.
Long. By Cn, Lat. By obs, 32° 33' N.

Reminders on Friday Dec. 30th 1737

Begins with a calm and peace weather
the watch employed at standing under
at 4 P.M. took a house from S.W. wind
in all sail heading by the wind to
the S.E. better part strong winds under
double reefed Top Sails, employed at
picking the Yards, so ends these 24 hours.

Lat. By obs 31° 13' N.

Saturday Dec 1st 1737

The first watch begins at first of this day at
standing house from S.W. under double
reefed Top Sails heading by the wind to
the S.E. better strong winds and some
squally, under single reefed Top Sails
the watch employed at various jobs of ship
duty; so ends this day, Lat. By obs.

Sunday Dec 2nd

Will there be hours a gentle house from S.
W. under all sail heading by the wind to the
S.W. the same part the watch employed at
ships duty, at 4 P.M. saw a sail to leeward
so ends this day. Lat. By obs 29° 51' N. Wind.

Monday Dec 3rd

Begins with a light house from S.W. under
all sail heading to the S.E. middle part calm
better part a light house from S.E. Steer
S.E. see in books and papers. better
employed at negotiating spars & spars, so ends,

Lat. By obs. 29° 28' N. W.

Thursday Dec 4th 1858

Begins with a light breeze from S.W. under
all sail. Heading by the wind to the S.E. Middle
port light breeze from W.E. heading to the
S.E. under all showing sail. Latter part
much the same, the fore part employed
in knocking out the main hole for water. Breeze and sail at 1
P.M. saw a sail heading to the Eastward
so ends this day, the other,

Wednesday Dec 5th

All this day light breeze from the S.E.
under all heading to the C.B.E. the first
part employed in knocking out the
main hole, latter part knocked out
the upper hole for Breeze, saw nothing
so ends there at 11 hours.

Long By One, 24° 25' Lat. By obs, 24° 12'

Thursday Dec 6th

The fore part of this day a gentle breeze
from the S.E. under all sail heading
to the Eastward, Middle and latter part
the wind stronger, saw nothing new
trouble, the fore part employed at stee-
ring up the upper hole, latter part
saw ships. study so ends.

Lat. By obs 23° 05'

Friday Dec 7th

All this day a fresh breeze from
S.E. under all sail heading by the
wind to the Southward, all hands
employed at setting up rigging
so ends.

Lat. By obs, 24° 01'

Saturday Dec 4th 1834

The fore part of this day fresh winds from S.E. by S. under all sail heaving to the Southward by the wind, middle and latter part strong breeze and some squally, took in the m. 3. p. m. S. all hands employed at necessary jobs of ship duty, saw nothing remarkable, no crabs these 24 hours.

Lat. By obs. $26^{\circ} 11'$ N

Sunday Dec 5th 1834

All these 24 hours fresh breeze from E. by S. under all sail heaving by the wind to the S.E. the fore part saw two sails, turned about 10 miles from the steamer to the fore castle for repeating false heads for the purpose to make a disturbance, so ends

Lat. By obs. $25^{\circ} 21'$ North

Monday Dec 10th 1834

Three 24 hours gentle breeze from E. by N. under all sail steering S.E. the watch employed at necessary jobs about the ship, seeing saw nothing remarkable, no crabs. All hands of duty sick.

Tuesday Dec 11th 1834

All these 24 hours of gentle breeze from E. by E. under all sail steering S.E. the watch employed at necessary jobs of ship duty; no crabs these 24 hours. All of duty.

Long. By Lunar obs. $5^{\circ} 10'$ to $12^{\circ} 57'$ West
Lat. By obs. $-18^{\circ} 41'$ North

Wednesday Dec. 12th 1838

Will these 24 hours a pleasant breeze
from E, S, E. under all sail. Steaming
S, S, E. the fore part all hands employed
at heaving the backing panels. at 10th
we ended this day, Lat. By obs. 17° 26' North.

Thursday Dec. 13th 1838

This day a gentle breeze from W, E. the
first part steaming W, S, W. at 4 P.M. saw
the Sails of Sloop Steaming W, N, E. Dist. 10
Leagues, at 12 midnight Sails burning S, E, Dist.
4 Leagues, at 6 P.M. saw Bonaventura bearing
South Dist 12 Leagues, the watch employed at Ship's
duty so ended this day, Lat by obs 16° 3' North.

Friday Dec. 14th 1838

This day fine weather with a light breeze
from W, E. the fore part receiving from
St. George at 6 P.M. have to heaving to the
S, E. 5 Leagues Dist. to windward of St. George
at 3 filled away and made all sail, at
4 P.M. have to off Port-vee Pruey, the Capt.
with a Boat Crew went on shore, latter
part Sails heaving off and on, so ended,

Saturday Dec. 15th 1838

This day a fine breeze from W, E. laying off
and on Port-vee Pruey at 2 P.M. Visited
Robert Cochrane Boatman at 6 P.M. the Capt.
Cochrane off with 4 men that he had Sloop
filled away made all sail steaming South
of the day.

Wednesday Jan 1st 1839
This day a fresh breeze from S.E. and
all the hands went to the S.W. 1st 1st the wind
to the north and it is a fresh breeze,
so much this day. Let by abt 6¹⁵ South
Lat. by abt 32¹²

Thursday Jan 2nd 1839
This day a fresh breeze from S.E. and
all the hands went to the S.W. 1st 1st the wind
to the north and it is a fresh breeze,
so much this day. Let by abt 8¹⁵ South
Lat. by abt 32¹²

Friday Jan 3rd 1839
This day a fresh breeze from S.E. and
all the hands went to the S.W. 1st 1st the wind
to the north and it is a fresh breeze,
so much this day. Let by abt 8¹⁵ South
Lat. by abt 32¹²

Saturday Jan 4th 1839
This day a fresh breeze from S.E. and
all the hands went to the S.W. 1st 1st the wind
to the north and it is a fresh breeze,
so much this day. Let by abt 11¹⁵ South
Lat. by abt 32¹²

Sunday Jan 5th 1839
This day a fresh breeze from S.E. and
all the hands went to the S.W. 1st 1st the wind
to the north and it is a fresh breeze,
so much this day. Let by abt 13¹⁵ South
Lat. by abt 32¹²

Monday Jan 7th 1839
All the day a light breeze from N.E. and
a very pleasant weather all day. Stevedores
at 11 AM. put the 4th cargo of
the ship on deck, so ends this day.
Leaving By Lumber etc 35° 20' N. Lat. By Sea 10th 1839

Tuesday Jan 8th 1839
This day a light breeze from N.E. and
very pleasant weather the watch employed at
sitting up rigging, so ends this day.
Lat. By Sea 10th 1839

James Smith

Wednesday Jan 9th 1839
Begins with a moderate breeze from N.E.
and fine weather. Stevedores at
Sea with port strong winds from N.E.
so ends, Lat. By Sea 10th 1839

Thursday Jan 10th 1839
This day a light breeze from N.E. and
fine weather, all hands employed
sitting, rigging, so ends, Lat. By Sea 10th 1839

Friday Jan 11th 1839
This day calm at 3 P.M. and a whole
of 4 P.M. going to the N.E. and all
3 Boats in Chace at 9 P.M. and Board
up, so ends, Lat. By Sea 10th 1839
The Spanker gaff, so ends this day.

James Smith This day,

James Smith Captain

Saturday Jan, 11th 1838
All this day a light breeze from S.E. and
fine weather. The vessel employed at Ship
duty, at 4 P.M. saw a Portuguese vessel looking
to the Westward, and ends this day.
Lat. By 24° 13' S.

Sunday Jan, 12th 1838
The breeze last of this day a fresh breeze from
S.E. and fine weather under all sail. Steer-
ing S.W. By 1 P.M. sent a boat to the West
at Ship's duty, and ends, Lat. By 25° 38'

Monday Jan, 13th 1838
This day light breeze from S.E. and fine
weather. The Ship under all sail steering S.W.
By 1 P.M. ends this day, all well,
Lat. By 27° 05' S.

Tuesday Jan, 14th 1838
The breeze with a light breeze from S.E.
and some rain. The vessel sent much the
same with steady breeze from S.W. By 11
A.M. the vessel having been ordered
to the Westward at 1 P.M. sent a boat to
the Westward at Ship's duty, and ends this day.
Lat. By 28° 01' S.

Wednesday Jan 15th 1838
The breeze with a light wind from S.W. By 11
A.M. the vessel having been ordered
to the Westward at 6 P.M. spoke
then many of them steering W. By 11
A.M. the vessel employed at Ship's duty
ends this day.
Lat. By 28° 31' South.

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Thursday Jan 11th 1851
This day a moderate wind from the
and fine weather. The ship
sailed Steaming at 10 o'clock
sail to Quibble, South, 10 o'clock
4 o'clock with sail set, the water
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Friday Jan 12th 1851
This day in the forenoon
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Saturday Jan 13th 1851
Breeze with light air
and fine weather. Under the
in the forenoon, but soon
when the boat was out to the
Westward in the evening
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At anchor, June, 20th 1841,
 sail very much weather the wind being S.
 weathered at anchor at 10th heading the
 S to the Westward saw two British com-
 mers steering to the Northward, no ends
 is day, Longitude 50° 50' West By obs. 56° 27' S.

Monday Jan'y. 21st 1853
 Sailed with La Palm. variable and light
 steady winds from N. W. at 12 M. Light
 at 1 P. M. went to the S. E. and within
 4 miles, the water commenced to deepen
 and this day. Lat. $36^{\circ} 46'$
 Long. $75^{\circ} 16'$ at 3 P. M.

This is a weather at 10 P.M. some a fair
 to the eastward. The wind is fair
 at 10 P.M. some a fair
 at 10 P.M. some a fair
 at 10 P.M. some a fair

Tuesday, Jan. 25th 1837
 The fore part of this day is light breeze
 from W, S, E. and fine weather. Latter part
 light breeze and foggy. The wind is light
 at ships duty. as usual this day.

Wednesday, Jan. 26th 1837
 The fore part of this day is light breeze
 from W, S, E. and fine weather. Latter part
 light breeze and foggy. The wind is light
 at ships duty. as usual this day.

Thursday, Jan. 27th 1837
 This day is light breeze from W, S, E.
 and fine weather. The wind is light
 at ships duty. as usual this day.

Thursday Jan 23rd 1831

The first of the day was a calm but
at 11 o'clock a light breeze sprang up
from the N.W. and continued until 4 o'clock
when it died away. The wind then
blew from the S.W. at 5 o'clock this day
S.W. 13, S.E. 55, S.W.

Thursday Jan 24th 1831

The first of the day was a calm but
at 11 o'clock a light breeze sprang up
from the N.W. and continued until 4 o'clock
when it died away. The wind then
blew from the S.W. at 5 o'clock this day
S.W. 13, S.E. 55, S.W.

Friday Jan 25th 1831

The day began with a light breeze
from the N.W. and continued until 4 o'clock
when it died away. The wind then
blew from the S.W. at 5 o'clock this day
S.W. 13, S.E. 55, S.W.

Saturday Jan 26th 1831

The first part of the day was a calm but
at 11 o'clock a light breeze sprang up
from the N.W. and continued until 4 o'clock
when it died away. The wind then
blew from the S.W. at 5 o'clock this day
S.W. 13, S.E. 55, S.W.

Sunday Jan 27th 1831

The first part of the day was a calm but
at 11 o'clock a light breeze sprang up
from the N.W. and continued until 4 o'clock
when it died away. The wind then
blew from the S.W. at 5 o'clock this day
S.W. 13, S.E. 55, S.W.

Thursday Aug 1st
Dug out a lot of bones
under the old house. Found
a lot of the same bones. Found the
bones under the old house. Found the bones under the old house.

Friday Aug 2nd
This day a heavy rain fell. Found
by the wind that the weather was
good. The bones were found. The bones were found.

Saturday Aug 3rd
Found a lot of bones. Found a lot of bones.
Found a lot of bones. Found a lot of bones.

Sunday Aug 4th
Found a lot of bones. Found a lot of bones.
Found a lot of bones. Found a lot of bones.

Monday Aug 5th
Found a lot of bones. Found a lot of bones.
Found a lot of bones. Found a lot of bones.

Tuesday Aug 6th
Found a lot of bones. Found a lot of bones.
Found a lot of bones. Found a lot of bones.

Tuesday July 12th 1893
 The first of the day was very warm
 and the sun was shining brightly
 from the north. The wind was
 blowing from the north and the
 air was very hot. The sun was
 shining brightly and the air was
 very hot. The sun was shining
 brightly and the air was very hot.

Wednesday July 13th 1893
 The day was very warm and the
 sun was shining brightly. The
 wind was blowing from the north
 and the air was very hot. The
 sun was shining brightly and the
 air was very hot. The sun was
 shining brightly and the air was
 very hot. The sun was shining
 brightly and the air was very hot.

Thursday July 14th 1893
 The day was very warm and the
 sun was shining brightly. The
 wind was blowing from the north
 and the air was very hot. The
 sun was shining brightly and the
 air was very hot. The sun was
 shining brightly and the air was
 very hot. The sun was shining
 brightly and the air was very hot.

Friday July 15th 1893
 The day was very warm and the
 sun was shining brightly. The
 wind was blowing from the north
 and the air was very hot. The
 sun was shining brightly and the
 air was very hot. The sun was
 shining brightly and the air was
 very hot. The sun was shining
 brightly and the air was very hot.

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Wednesday July 28th 1842

Went out with the launch at 10 o'clock. Found the
water very shallow in some places. The water is
very muddy and the wind is very strong. The
tide is in the wind to the south. The
range of the tide is 16 ft. at 11th of the day.

Thursday July 29th 1842

The heavy of the day strong winds has
been the 28th and 29th of the month. The wind is
very strong to the south. The tide is in the
wind to the south. The range of the tide is
16 ft. at 11th of the day. The water is
very muddy and the wind is very strong. The
tide is in the wind to the south. The
range of the tide is 16 ft. at 11th of the day.

Friday July 30th 1842

All the day strong wind. The water is
very muddy and the wind is very strong. The
tide is in the wind to the south. The
range of the tide is 16 ft. at 11th of the day.
The water is very muddy and the wind is
very strong. The tide is in the wind to the
south. The range of the tide is 16 ft. at 11th of the day.

Saturday July 31st 1842

All the day with heavy rain. The water is
very muddy and the wind is very strong. The
tide is in the wind to the south. The
range of the tide is 16 ft. at 11th of the day.

Wednesday March 13th 1839

Begins with light winds from the N. and
the weather cloudy all day. Sails heading
west to the Southward.

At 10 A.M. 11.00 and time
sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

Thursday March 14th 1839
Clear sky with light winds from the N. and
the weather cloudy all day. Sails heading
west to the Southward.

At 10 A.M. 11.00 and time
sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

Friday March 15th 1839

Begins with light winds from the N. and
the weather cloudy all day. Sails heading
west to the Southward. At 10 A.M. 11.00
and time sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

~~At 10 A.M. 11.00 and time~~
sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

At 10 A.M. 11.00 and time
sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

Saturday March 16th 1839

Begins with a fresh breeze from the N. and
the weather under the 3d sails heading to
the Southward. At 10 A.M. 11.00
and time sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

At 10 A.M. 11.00 and time
sails heading westward at
length by G.W. at 10.00 83 19 Lat. 11.00

At 10 A.M. 11.00 and time

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Monday March 17th 1839
 Begins with a light breeze from S.E. and
 fine weather under all sail steering to the
 S.W. Midday part some squally latter part
 a light breeze from S.E. and clear weather
 under all sail steering S.W. so ends
 Lat 13° 1' 32' N S.
 Long 111° 6' 57" W

Tuesday March 18th 1839
 Begins with a light breeze from S.E.
 and fine weather under all sail steering
 S.W. till sundown then shortened sail and
 stood to the southward at sundown made
 sail and steered S.W. by S. all hands
 employed at heaving out for water stor-
 test 600 gallons, so ends this days work,
 Long 111° 6' 57" W Lat 13° 1' 32' N S.

Wednesday March 19th 1839
 Begins with a fresh breeze from S.E. and fine
 weather under all sail heading to the S.W.
 latter part about the same at midnight
 wore ship to the S.E. the water employed
 at ships duty, so ends this day, Lat 13° 4'
 Long 111° 1' 12" W. Officer at duty with
 with the Commensal, Lat 13° 1' 32' N S.

Thursday March 20th 1839
 Begins with a fresh breeze from S.E. and
 fine weather under all sail steering S.W.
 latter part light winds from S.E. at 10 AM
 shifted to the eastward, so ends this day
 Lat 13° 1' 32' N S.

Thursday March 21st 1839

The day is calm & light breeze from E, E, S, and light rain. The ship under all sail, heading by the wind to the East, at 10 AM, we sighted the land. At 11 AM, we were within 2 miles of the shore. At 12 PM, we were within 1 mile of the shore. At 1 PM, we were within 1/2 mile of the shore. At 2 PM, we were within 1/4 mile of the shore. At 3 PM, we were within 1/8 mile of the shore. At 4 PM, we were within 1/16 mile of the shore. At 5 PM, we were within 1/32 mile of the shore. At 6 PM, we were within 1/64 mile of the shore. At 7 PM, we were within 1/128 mile of the shore. At 8 PM, we were within 1/256 mile of the shore. At 9 PM, we were within 1/512 mile of the shore. At 10 PM, we were within 1/1024 mile of the shore. At 11 PM, we were within 1/2048 mile of the shore. At 12 AM, we were within 1/4096 mile of the shore. At 1 AM, we were within 1/8192 mile of the shore. At 2 AM, we were within 1/16384 mile of the shore. At 3 AM, we were within 1/32768 mile of the shore. At 4 AM, we were within 1/65536 mile of the shore. At 5 AM, we were within 1/131072 mile of the shore. At 6 AM, we were within 1/262144 mile of the shore. At 7 AM, we were within 1/524288 mile of the shore. At 8 AM, we were within 1/1048576 mile of the shore. At 9 AM, we were within 1/2097152 mile of the shore. At 10 AM, we were within 1/4194304 mile of the shore. At 11 AM, we were within 1/8388608 mile of the shore. At 12 PM, we were within 1/16777216 mile of the shore. At 1 PM, we were within 1/33554432 mile of the shore. At 2 PM, we were within 1/67108864 mile of the shore. At 3 PM, we were within 1/134217728 mile of the shore. At 4 PM, we were within 1/268435456 mile of the shore. At 5 PM, we were within 1/536870912 mile of the shore. At 6 PM, we were within 1/1073741824 mile of the shore. At 7 PM, we were within 1/2147483648 mile of the shore. At 8 PM, we were within 1/4294967296 mile of the shore. At 9 PM, we were within 1/8589934592 mile of the shore. At 10 PM, we were within 1/17179869184 mile of the shore. At 11 PM, we were within 1/34359738368 mile of the shore. At 12 AM, we were within 1/68719476736 mile of the shore. At 1 AM, we were within 1/137438953472 mile of the shore. At 2 AM, we were within 1/274877906944 mile of the shore. At 3 AM, we were within 1/549755813888 mile of the shore. At 4 AM, we were within 1/1099511627776 mile of the shore. At 5 AM, we were within 1/2199023255552 mile of the shore. At 6 AM, we were within 1/4398046511104 mile of the shore. At 7 AM, we were within 1/8796093022208 mile of the shore. At 8 AM, we were within 1/17592186044416 mile of the shore. At 9 AM, we were within 1/35184372088832 mile of the shore. At 10 AM, we were within 1/70368744177664 mile of the shore. At 11 AM, we were within 1/140737488355328 mile of the shore. At 12 PM, we were within 1/281474976710656 mile of the shore. At 1 PM, we were within 1/562949953421312 mile of the shore. At 2 PM, we were within 1/1125899906842624 mile of the shore. At 3 PM, we were within 1/2251799813685248 mile of the shore. At 4 PM, we were within 1/4503599627370496 mile of the shore. At 5 PM, we were within 1/9007199254740992 mile of the shore. At 6 PM, we were within 1/18014398509481984 mile of the shore. At 7 PM, we were within 1/36028797018963968 mile of the shore. At 8 PM, we were within 1/72057594037927936 mile of the shore. At 9 PM, we were within 1/144115188075855872 mile of the shore. At 10 PM, we were within 1/288230376151711744 mile of the shore. At 11 PM, we were within 1/576460752303423488 mile of the shore. At 12 AM, we were within 1/1152921504606846976 mile of the shore. At 1 AM, we were within 1/2305843009213693952 mile of the shore. At 2 AM, we were within 1/4611686018427387904 mile of the shore. At 3 AM, we were within 1/9223372036854775808 mile of the shore. At 4 AM, we were within 1/18446744073709551616 mile of the shore. At 5 AM, we were within 1/36893488147419103232 mile of the shore. At 6 AM, we were within 1/73786976294838206464 mile of the shore. At 7 AM, we were within 1/147573952589676412928 mile of the shore. At 8 AM, we were within 1/295147905179352825856 mile of the shore. At 9 AM, we were within 1/590295810358705651712 mile of the shore. At 10 AM, we were within 1/1180591620717411303424 mile of the shore. At 11 AM, we were within 1/2361183241434822606848 mile of the shore. At 12 PM, we were within 1/4722366482869645213696 mile of the shore. At 1 PM, we were within 1/9444732965739290427392 mile of the shore. At 2 PM, we were within 1/18889465931478580854784 mile of the shore. At 3 PM, we were within 1/37778931862957161709568 mile of the shore. At 4 PM, we were within 1/75557863725914323419136 mile of the shore. At 5 PM, we were within 1/151115727451828646838272 mile of the shore. At 6 PM, we were within 1/302231454903657293676544 mile of the shore. At 7 PM, we were within 1/604462909807314587353088 mile of the shore. At 8 PM, we were within 1/1208925819614629174706176 mile of the shore. At 9 PM, we were within 1/2417851639229258349412352 mile of the shore. At 10 PM, we were within 1/4835703278458516698824704 mile of the shore. At 11 PM, we were within 1/9671406556917033397649408 mile of the shore. At 12 AM, we were within 1/19342813113834066795298816 mile of the shore. At 1 AM, we were within 1/38685626227668133590597632 mile of the shore. At 2 AM, we were within 1/77371252455336267181195264 mile of the shore. At 3 AM, we were within 1/154742504910672534362390528 mile of the shore. At 4 AM, we were within 1/309485009821345068724781056 mile of the shore. At 5 AM, we were within 1/618970019642690137449562112 mile of the shore. At 6 AM, we were within 1/1237940039285380274899124224 mile of the shore. At 7 AM, we were within 1/2475880078570760549798248448 mile of the shore. At 8 AM, we were within 1/4951760157141521099596496896 mile of the shore. At 9 AM, we were within 1/9903520314283042199192993792 mile of the shore. At 10 AM, we were within 1/19807040628566084398385987584 mile of the shore. At 11 AM, we were within 1/39614081257132168796771975168 mile of the shore. At 12 PM, we were within 1/79228162514264337593543950336 mile of the shore. At 1 PM, we were within 1/158456325028528675187087900672 mile of the shore. At 2 PM, we were within 1/316912650057057350374175801344 mile of the shore. At 3 PM, we were within 1/633825300114114700748351602688 mile of the shore. At 4 PM, we were within 1/1267650600228229401496703205376 mile of the shore. At 5 PM, we were within 1/2535301200456458802993406410752 mile of the shore. At 6 PM, we were within 1/5070602400912917605986812821504 mile of the shore. At 7 PM, we were within 1/10141204801825835211973625643008 mile of the shore. At 8 PM, we were within 1/20282409603651670423947251286016 mile of the shore. At 9 PM, we were within 1/40564819207303340847894502572032 mile of the shore. At 10 PM, we were within 1/81129638414606681695789005144064 mile of the shore. At 11 PM, we were within 1/162259276829213363391578010288128 mile of the shore. At 12 AM, we were within 1/324518553658426726783156020576256 mile of the shore. At 1 PM, we were within 1/649037107316853453566312041152512 mile of the shore. At 2 PM, we were within 1/1298074214633706907132624082305024 mile of the shore. At 3 PM, we were within 1/2596148429267413814265248164610048 mile of the shore. At 4 PM, we were within 1/5192296858534827628530496329220096 mile of the shore. At 5 PM, we were within 1/10384593717069655257060992658440192 mile of the shore. At 6 PM, we were within 1/20769187434139310514121985316880384 mile of the shore. At 7 PM, we were within 1/41538374868278621028243970633760768 mile of the shore. At 8 PM, we were within 1/83076749736557242056487941267521536 mile of the shore. At 9 PM, we were within 1/166153499473114484112975882535043072 mile of the shore. At 10 PM, we were within 1/332306998946228968225951765070086144 mile of the shore. At 11 PM, we were within 1/664613997892457936451903530140172288 mile of the shore. At 12 AM, we were within 1/1329227995784915872903807060280344576 mile of the shore. At 1 PM, we were within 1/2658455991569831745807614120560689152 mile of the shore. At 2 PM, we were within 1/5316911983139663491615228241121378304 mile of the shore. At 3 PM, we were within 1/10633823966279326983230456482242756608 mile of the shore. At 4 PM, we were within 1/21267647932558653966460912964485513216 mile of the shore. At 5 PM, we were within 1/42535295865117307932921825928971026432 mile of the shore. At 6 PM, we were within 1/85070591730234615865843651857942052864 mile of the shore. At 7 PM, we were within 1/170141183460469231731687303715884105728 mile of the shore. At 8 PM, we were within 1/340282366920938463463374607431768211456 mile of the shore. At 9 PM, we were within 1/680564733841876926926749214863536422912 mile of the shore. At 10 PM, we were within 1/1361129467683753853853498429727072845824 mile of the shore. At 11 PM, we were within 1/2722258935367507707706996859454145691648 mile of the shore. At 12 AM, we were within 1/5444517870735015415413993718908291383296 mile of the shore. At 1 PM, we were within 1/10889035741470030830827987437816582766592 mile of the shore. At 2 PM, we were within 1/21778071482940061661655974875633165533184 mile of the shore. At 3 PM, we were within 1/43556142965880123323311949751266331066368 mile of the shore. At 4 PM, we were within 1/87112285931760246646623899502532662132736 mile of the shore. At 5 PM, we were within 1/174224571863520493293247799005065324265472 mile of the shore. At 6 PM, we were within 1/348449143727040986586495598010130648530944 mile of the shore. At 7 PM, we were within 1/696898287454081973172991196020261297061888 mile of the shore. At 8 PM, we were within 1/1393796574908163946345982392040522594123776 mile of the shore. At 9 PM, we were within 1/2787593149816327892691964784081045188247552 mile of the shore. At 10 PM, we were within 1/5575186299632655785383929568162090376495104 mile of the shore. At 11 PM, we were within 1/11150372599265311570767859136324180752990208 mile of the shore. At 12 AM, we were within 1/22300745198530623141535718272648361505980416 mile of the shore. At 1 PM, we were within 1/44601490397061246283071436545296723011960832 mile of the shore. At 2 PM, we were within 1/89202980794122492566142873090593446023921664 mile of the shore. At 3 PM, we were within 1/178405961588244985132285746181186892047843328 mile of the shore. At 4 PM, we were within 1/356811923176489970264571492362373784095686656 mile of the shore. At 5 PM, we were within 1/713623846352979940529142984724747568191373312 mile of the shore. At 6 PM, we were within 1/1427247692705959881058285969449495136382746624 mile of the shore. At 7 PM, we were within 1/2854495385411919762116571938898990272765493248 mile of the shore. At 8 PM, we were within 1/5708990770823839524233143877797980545530986496 mile of the shore. At 9 PM, we were within 1/11417981541647679048466287755595961091061972992 mile of the shore. At 10 PM, we were within 1/22835963083295358096932575511191922182123945984 mile of the shore. At 11 PM, we were within 1/45671926166590716193865151022383844364247891968 mile of the shore. At 12 AM, we were within 1/91343852333181432387730302044767688728495783936 mile of the shore. At 1 PM, we were within 1/182687704666362864775460604089535377456991567872 mile of the shore. At 2 PM, we were within 1/365375409332725729550921208179070754913983135744 mile of the shore. At 3 PM, we were within 1/730750818665451459101842416358141509827966271488 mile of the shore. At 4 PM, we were within 1/1461501637330902918203684832716283019655932542976 mile of the shore. At 5 PM, we were within 1/2923003274661805836407369665432566039311865085952 mile of the shore. At 6 PM, we were within 1/5846006549323611672814739330865132078623730171904 mile of the shore. At 7 PM, we were within 1/11692013098647223345629478661730264157247460343808 mile of the shore. At 8 PM, we were within 1/23384026197294446691258957323460528314494920687616 mile of the shore. At 9 PM, we were within 1/46768052394588893382517914646921056628989841375232 mile of the shore. At 10 PM, we were within 1/93536104789177786765035829293842113257979682750464 mile of the shore. At 11 PM, we were within 1/187072209578355573530071658587684226515959365500928 mile of the shore. At 12 AM, we were within 1/374144419156711147060143317175368453031918731001856 mile of the shore. At 1 PM, we were within 1/748288838313422294120286634350736906063837462003712 mile of the shore. At 2 PM, we were within 1/1496577676626844588240573268701473812127674924007424 mile of the shore. At 3 PM, we were within 1/2993155353253689176481146537402947624255349848014848 mile of the shore. At 4 PM, we were within 1/5986310706507378352962293074805895248510699696029696 mile of the shore. At 5 PM, we were within 1/11972621413014756705924586149611790497021399392059392 mile of the shore. At 6 PM, we were within 1/23945242826029513411849172299223580994042798784118784 mile of the shore. At 7 PM, we were within 1/47890485652059026823698344598447161988085597568237568 mile of the shore. At 8 PM, we were within 1/95780971304118053647396689196894323976171195136475136 mile of the shore. At 9 PM, we were within 1/191561942608236107294793378393788647952342390272950272 mile of the shore. At 10 PM, we were within 1/383123885216472214589586756787577295904684780545900544 mile of the shore. At 11 PM, we were within 1/766247770432944429179173513575154591809369561091801088 mile of the shore. At 12 AM, we were within 1/1532495540865888858358347027150309183618739122183602176 mile of the shore. At 1 PM, we were within 1/3064991081731777716716694054300618367237478244367204352 mile of the shore. At 2 PM, we were within 1/6129982163463555433433388108601236734474956488734408704 mile of the shore. At 3 PM, we were within 1/12259964326927110866866776217202473468949912977468817408 mile of the shore. At 4 PM, we were within 1/24519928653854221733733552434404946937899825954937634816 mile of the shore. At 5 PM, we were within 1/49039857307708443467467104868809893875799651909875269632 mile of the shore. At 6 PM, we were within 1/98079714615416886934934209737619787751599303819750539264 mile of the shore. At 7 PM, we were within 1/196159429230833773869868419475239575503198607639501078528 mile of the shore. At 8 PM, we were within 1/392318858461667547739736838950479151006397215279002157056 mile of the shore. At 9 PM, we were within 1/784637716923335095479473677900958302012794430558004314112 mile of the shore. At 10 PM, we were within 1/1569275433846670190958947355801916604025588861116008628224 mile of the shore. At 11 PM, we were within 1/3138550867693340381917894711603833208051177722232017256448 mile of the shore. At 12 AM, we were within 1/6277101735386680763835789423207666416102355444464034512896 mile of the shore. At 1 PM, we were within 1/12554203470773361527671578846415332832204710888928069025792 mile of the shore. At 2 PM, we were within 1/25108406941546723055343157692830665664409421777856138051584 mile of the shore. At 3 PM, we were within 1/50216813883093446110686315385661331328818843555712276103168 mile of the shore. At 4 PM, we were within 1/100433627766186892221372630771322662657637687111424552206336 mile of the shore. At 5 PM, we were within 1/200867255532373784442745261542645325315275374222849104412672 mile of the shore. At 6 PM, we were within 1/401734511064747568885490523085290650630550748445698208825344 mile of the shore. At 7 PM, we were within 1/803469022129495137770981046170581301261101496891396417650688 mile of the shore. At 8 PM, we were within 1/1606938044258990275541962092341162602522202993782792835301376 mile of the shore. At 9 PM, we were within 1/3213876088517980551083924184682325205044405987565585670602752 mile of the shore. At 10 PM, we were within 1/6427752177035961102167848369364650410088811975131171341205504 mile of the shore. At 11 PM, we were within 1/12855504354071922204335696738729300820177623950262342682411008 mile of the shore. At 12 AM, we were within 1/25711008708143844408671393477458601640355247900524685364822016 mile of the shore. At 1 PM, we were within 1/51422017416287688817342786954917203280710495801049370729644032 mile of the shore. At 2 PM, we were within 1/102844034832575377634685573909834406561420991602098741459288064 mile of the shore. At 3 PM, we were within 1/205688069665150755269371147819668813122841983204197482918576128 mile of the shore. At 4 PM, we were within 1/411376139330301510538742295639337626245683966408394965837152256 mile of the shore. At 5 PM, we were within 1/822752278660603021077484591278675252491367932816789931674304512 mile of the shore. At 6 PM, we were within 1/1645504557321206042154969182557350504982735865633579863348609024 mile of the shore. At 7 PM, we were within 1/3291009114642412084309938365114701009965471731267159726697218048 mile of the shore. At 8 PM, we were within 1/6582018229284824168619876730229402019930943462534319453394436096 mile of the shore. At 9 PM, we were within 1/13164036458569648337239753460458804039861886925068638906788872192 mile of the shore. At 10 PM, we were within 1/26328072917139296674479506920917608079723773850137277813577744384 mile of the shore. At 11 PM, we were within 1/52656145834278593348959013841835216159447547700274555627155488768 mile of the shore. At 12 AM, we were within 1/105312291668557186697918027683670432318895095400549111254310977536 mile of the shore. At 1 PM, we were within 1/210624583337114373395836055367340864637790190801098222508621955072 mile of the shore. At 2 PM, we were within 1/421249166674228746791672110734681729275580381602196445017243910144 mile of the shore. At 3 PM, we were within 1/842498333348457493583344221469363458551160763204392890034487820288 mile of the shore. At 4 PM, we were within 1/1684996666896914987166688442938726917102321526408785780068975640576 mile of the shore. At 5 PM, we were within 1/3369993333793829974333376885877453834204643052817571560137951281152 mile of the shore. At 6 PM, we were within 1/6739986667587659948666753771754907668409286105635143120275902562304 mile of the shore. At 7 PM, we were within 1/13479973335175319897333507543509815336818572211270286240551805124608 mile of the shore. At 8 PM, we were within 1/26959946670350639794667015087019630673637144422540572481103610249216 mile of the shore. At 9 PM, we were within 1/53919893340701279589334030174039261347274288845081144962207220498432 mile of the shore. At 10 PM, we were within 1/107839786681402559178668060348078522694548577690162289924414440996864 mile of the shore. At 11 PM, we were within 1/215679573362805118357336120696157045389097155380324579848828881993728 mile of the shore. At 12 AM, we were within 1/431359146725610236714672241392314090778194310760649159697657763987456 mile of the shore. At 1 PM, we were within 1/862718293451220473429344482784628181556388621521298319395315527974912 mile of the shore. At 2 PM, we were within 1/1725436586902440946858688965569256363112777243042596638790631055949824 mile of the shore. At 3 PM, we were within 1/3450873173804881893717377931138512726225554486085193277581262111899648 mile of the shore. At 4 PM, we were within 1/6901746347609763787434755862277025452451108972170386555162524223799296 mile of the shore. At 5 PM, we were within 1/13803492695219527574869511724554050904902217944340773110325048447598592 mile of the shore. At 6 PM, we were within 1/27606985390439055149739023449108101809804435888681546220650096895197184 mile of the shore. At 7 PM, we were within 1/55213970780878110299478046

7. Dec. 1891. Mark 26th 1891

Wednesday - March 27th 1859

Thursday, 1 March 28th 1889

Friday March 29th 1839
4th there 24 hours of light breeze from S, S, E,
and fine weather. Sail hoisted to the
eastward at 2 P.M. toed ship to the S.W. Messenger
Bore east Dist. 6 leagues, at 2 P.M. bore east Dist.
20 leagues, saw 2 ships, they were employed at
sundry jobs of ships duty, as usual this day,
Regulating at Duty Light Dist. by obs. 33° 32' S.

Saturday March 30th 1839
It is day with winds from S, E. and fine clear weather
under the sail leading by the wind to the
eastward, at 5 P.M. spoke the ship Antonio of San
tacket 24 months old with 1500 Bbls of Shred
at 4 P.M. messenger bore east Dist. 18 leagues
as usual this day Dist. by obs. 33° 24' S. with

Sunday April 1st 1839
There 24 hours of light breeze from S, E. and fine
weather under the sail leading to the eastward,
at 5 P.M. spoke the ship Antonio of San
tacket 24 months old with 1500 Bbls of Shred
at 4 P.M. messenger bore S. E. Dist. 18
leagues, Dist. by obs. 33° 24' S. with

Monday April 2nd 1839
There 24 hours of light breeze from S, E. and fine
weather under the sail leading to the eastward,
at 5 P.M. spoke the ship Antonio of San
tacket 24 months old with 1500 Bbls of Shred
at 4 P.M. messenger bore S. E. Dist. 18
leagues, Dist. by obs. 33° 24' S. with

Tuesday April 3rd 1839
There 24 hours of light breeze from S, E. and fine
weather under the sail leading to the eastward,
at 5 P.M. spoke the ship Antonio of San
tacket 24 months old with 1500 Bbls of Shred
at 4 P.M. messenger bore S. E. Dist. 18
leagues, Dist. by obs. 33° 24' S. with

Thursday, April 4th 1839
Begins with a fresh breeze from S.W. steering
by the wind to the S.W. water part with
airs from S.W. steering by the wind to the S.W. Charles
in sight. Messengers here at 12 M. Dist.
12 Leagues, the watch employed at ships duty.
so ends this day with 12 M. thing of duty with.

Friday, April 5th 1839
Begins with a fresh breeze from S.W. under
all sail steering to the S.W. water part with
at 6 M. saw S.W. Whales located 2 Boats in Chase
but did not get past so ends this day. Messengers
here S.E. Dist 13 Leagues, so ends this day.

Saturday, April 6th 1839
Begins with a calm, water part a light
breeze from S.W. steering S.E. at 6 M.
Make the length of the ship. Bailey
Master S.W. water part with 18 M.
Bills. S.W. Messengers here. Dist 14
3 Leagues, so ends this day.

Sunday, April 7th 1839
The fore part of this day fresh winds from
S.W. and some squalls in the afternoon
ship. S.W. water part with 18 M.
Bailey and Messengers spent the afternoon
here. Water part fresh winds from S.W.
at 6 M. made all sail and then the
Messengers here. Dist 15 Leagues
so ends this day with 18 M. thing of duty with.

Monday, April 8th 1839
This day a fine breeze from S.W. under
all sail steering S.W. water part with
a fair starting S.W. the
duty, so ends this day.

Wednesday April 15th 1839

This day little wind from the north employed
at ships boats so and south on shore

Thursday April 16th 1839

This day fresh wind from the north, sailing
entirely at steering water, ship, Lytle, Litchie
his 2nd officer, and Robert Anderson and
Edward Williams for Weststeersmen and

Friday April 17th 1839

Light wind from the north employed at 5 to 6
and ends this day

Saturday April 18th 1839

This day fine weather here with employed of
ships duty the other an liberty, so ends this day.

Sunday April 19th 1839

This day fine weather and with an liberty
the other at ships duty brief of 5. The
Learner, at 6 A.M. fledged married of all
for alerting, so ends this day.

Monday April 20th 1839

Begin with a strong wind from N.E. W.
and leave from the ship and Litchie and
hearing the ship that departed on the 18th
at 6 A.M. took our anchor and sailed out of
the Bay with a fine breeze from N.E. W.
with 12 men on board at 2 P.M. sailed
and 2 miles at 3 P.M. ends this day.

12 miles at 3 P.M.

Sunday, 1st Nov 1859

Begins with a thick breeze from the Westward
under all sail. Steady 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 83

Monday April 22nd.

There is here a fresh breeze from the S. E. blowing by
the river to the Westward at 4 P.M. the wind shifted
to the W. wave ship and Steersak, so ends this day.

Tuesday April 22nd 1839

[illegible]

Wednesday April 25th 1839

It is a fine creek flowing into the N. E. corner of
the lot, at a right angle, the water runs into the
stream, and is known as the "Shooting" of the "Shooting"
at the "Shooting" of the "Shooting" of the "Shooting".

Thursday April 24th 1839

Being out of sight, about noon S. by N. wind
was changing, local, the wind, S. by N. at 1 P.M. took in
the short & light, middle part, light winds at 6 P.M.
but out of West Wind, later for calm, as a
sudden up. Winds, so early had a,

a report made in 1961
of a dedication ceremony May

Friday April 26th 1839
Begins with a light breeze from the
ward and fine weather under all above good
steering h.b. 1/2 at 1 P.M. now as ship and
breeze steering to the weather, the water is
in the offing, it is a ship, say, as much,
Let By 1/2 2 & 50 r/s

Saturday April 27th 1839
Begins with a fine breeze from the
ward and fine weather under all above good
steering h.b. 1/2 at 2 P.M. I see
a view of the water at 32 months' age with 1500
shells, h.b. 1/2, later let from the
from 1/2, steering h.b. 1/2 at 1 P.M. now as ship
steering to the weather, it is a ship, say, as much,
Let By 1/2 2 & 50 r/s

Sunday April 28th 1839
Begins with a light breeze from the
ward and fine weather under all above good
steering h.b. 1/2 at 1 P.M. now as ship
steering to the weather, it is a ship, say, as much,
Let By 1/2 2 & 50 r/s

Monday April 29th 1839
This day the breeze from the
ward and fine weather under all above good
steering h.b. 1/2 at 1 P.M. now as ship
steering to the weather, it is a ship, say, as much,
Let By 1/2 2 & 50 r/s

Tuesday April 30th 1839
Begins with a fresh breeze from the
ward and fine weather under all above good
steering h.b. 1/2 at 1 P.M. now as ship
steering to the weather, it is a ship, say, as much,
Let By 1/2 2 & 50 r/s

Sunday May 19th 1839

Went with the launch from 6.30, a strong
gale together, at 1 P.M. lowered sail & kept in
land of the shore until about 3.30, but
did not get so near him as I had hoped, the
birds, and shortened sail for the night, being
by the wind to the N.E. at sunrise made all
land there, S.W. for Camps, at 10.30 was a ship
thence by 6.30 and this day let by 11.15
Long By land at 10.30 18.22.5

Monday May 20th 1839

Went 24 hours, a fresh breeze from N.E. and
one another under all sail cruising about in
search of whales, at 10.30 saw a school of 10,
L. Phoebe & Points off the weather bow of our ship at
6.30, we were also the weather bow & hauled out
a quick & wonderful scene, at 11.15
Long By land at 10.30 18.22.5
By Chronometer at 10.30 18.22.5 Let By 11.15

Tuesday May 21st 1839

Went with the launch with 2 men, more men
by which all sail cruising about in search of
whales, but saw nothing remarkable, the weather being
at 10.30 of ship duty, & sent here by 6.30,
Long By land at 10.30 18.22.5 Let By 11.15
Let By 11.15 South,

Wednesday May 22nd 1839

Began with light winds and fine weather under
all sail heading to the N.E. by the wind, later lost
much the same at 9.30 lowered sail and took 2
back which saw nothing more, we made this day
Long By Chronometer at 10.30 18.22.5 Let By 11.15
By Chronometer at 10.30 18.22.5 Let By 11.15

Thursday May 23rd 1839

The fore part of this day been very
warm & fine weather and
increasing for the whole day, but
ends this day, with a light south;

Friday May 24th 1839

This day light winds from N.E. and fine
weather under all steering West, at 10 P.M. 53°
at 11 P.M. 54° at 12 P.M. 55° all
3 Boats in line at 12 P.M. 55°
in steering one, and ends at 4 P.M. 55°
Long By Chronometer 44° 33' N.

Saturday May 25th 1839

This day fine weather under all sail
the rigging, at 1 P.M. at 4 P.M. 56° at School
at 5 P.M. 57° at 6 P.M. 58° at 7 P.M. 59°
at 12 one Boats steering one the one
announced the Boats still in line, so in

Sunday May 26th 1839

This day fine weather, at 1 P.M. 59°
up the shore mentioned before at 2 P.M.
hastened and killed a fish, at 3 P.M.
at 4 P.M. 60° at 5 P.M. 61° at 6 P.M. 62°
and cutting at 10 P.M. 63° at 11 P.M. 64°
Long, about 9 P.M. West Lat. By Chronometer 55° 31' N.

Monday May 27th 1839

This day fine weather, at 1 P.M. 65°
from N.E. steering S. by E. at 2 P.M. 66°
at 3 P.M. 67° at 4 P.M. 68° at 5 P.M. 69°
at 6 P.M. 70° at 7 P.M. 71° at 8 P.M. 72°
at 9 P.M. 73° at 10 P.M. 74° at 11 P.M. 75°
Long, By Chronometer 56° 20' 15" N.
at 12 Boats all in line

Tuesday May 28th 1839

This day fine weather, under all sail steering N. by E. under
the mainmast sail standing. The wind was nothing
remarkable so we made this day
Longitude 97° 53' W.

Wednesday May 29th 1839

This day fine weather, under all sail steering
N. by E. The compass, the watch employed, still
the same as this day. Lat. By obs. 9° 21' N.
Longitude 97° 31' W.

Thursday May 30th 1839

This day light weather from N.E. and we ran
under all sail steering N. by E.
The compass, saw nothing remarkable
the watch employed, still the same
the breeze and other parts of ship's duty
as usual. Lat. By obs. 9° 53' N.
Longitude 97° 56' W.

Friday May 31st 1839

This day light weather from N.E. and we
ran under all sail steering N. by E.
The compass, saw nothing remarkable
the watch employed, still the same
the breeze and other parts of ship's duty
as usual. Lat. By obs. 10° 18' N.
Longitude 98° 16' W.

Saturday June 1st 1839

This day fine weather, under all sail steering
N. by E. under all sail steering N. by E.
The compass, saw nothing remarkable
the watch employed, still the same
the breeze and other parts of ship's duty
as usual. Lat. By obs. 10° 28' N.
Longitude 98° 28' W.

Tuesday June 2nd 1839

These 24 hours Cal light air from S.E. and
the anchor at sail Steering S.W.
by compass, at sunset shortened sail and
collected by the wind to the S.W. at sunrise
made sail and steered S.W. saw nothing
of note this day Lat By alt. $5^{\circ} 38' S$
Long. By lunar obs. at 11^h 10^m $99^{\circ} 50' W$
By chron. $100^{\circ} 38'$

Wednesday June 3rd 1839

This day light breeze from S.E. and fair
weather under all sail Steering S.W.
by compass, the anchor was hauled out
at 10^h 10^m and the anchor was hauled out
must be so on the day Lat By alt. $5^{\circ} 28'$
Long. By lunar obs. at 11^h 10^m $101^{\circ} 14'$

Thursday June 4th 1839

These 24 hours Cal light air from S.E. and
fair weather under all sail Steering S.W.
by compass, the anchor was hauled out
at 10^h 10^m and the anchor was hauled out
must be so on the day Lat By alt. $5^{\circ} 28'$
Long. By lunar obs. at 11^h 10^m $101^{\circ} 14'$

Friday June 5th

These 24 hours Cal light air from S.E. and
fair weather under all sail Steering S.W.
by compass, the anchor was hauled out
at 10^h 10^m and the anchor was hauled out
must be so on the day Lat By alt. $5^{\circ} 28'$
Long. By lunar obs. at 11^h 10^m $101^{\circ} 14'$

Saturday June 6th

These 24 hours Cal light air from S.E. and
fair weather under all sail Steering S.W.
by compass, the anchor was hauled out
at 10^h 10^m and the anchor was hauled out
must be so on the day Lat By alt. $5^{\circ} 28'$
Long. By lunar obs. at 11^h 10^m $101^{\circ} 14'$

The above land of one acre & 1/2
being part of the same parcel of land as
the above land of one acre & 1/2
being part of the same parcel of land as
the above land of one acre & 1/2

Sunday June 11th 1889
 We are with a strong breeze from S. and
 sail early in the morning under single reefed sails.
 Running through the night the wind
 at the front end under a light breeze
 of sea two ships one of them Beiling is
 being by compass. 11:52 AM
 Lat 34. 28. 28.

Wednesday June 12th 1839
This day we were at 8 AM. and from
8 AM. and moved under all sail
and courses (excepting per Wholes) saw
one ship upon a point of Redoubt
and ends this day. Lat. By 3rd 50° 51' N.
Long. By 1st 111° 10' W. at 10 AM.

Thursday June 13th 1839
This day being a fine day from 8 AM. and
moved under all sail (excepting per
Wholes) saw one ship upon a point of
Redoubt. By 3rd 53° 51' N.
Lat. By 1st 111° 10' W. at 10 AM.

Friday June 14th 1839
This day a fine day from 8 AM. and
moved under all sail (excepting per
Wholes) saw one ship upon a point of
Redoubt. By 3rd 54° 42' N.
Lat. By 1st 111° 10' W. at 10 AM.

James Smith

Saturday June 15th 1839
This day a fine day from 8 AM. and
moved under all sail (excepting per
Wholes) saw one ship upon a point of
Redoubt. By 3rd 55° 21' N.
Lat. By 1st 111° 10' W. at 10 AM.

Sunday June 16th 1839
This day a fine day from 8 AM. and
moved under all sail (excepting per
Wholes) saw one ship upon a point of
Redoubt. By 3rd 55° 32' N.
Lat. By 1st 111° 10' W. at 10 AM.

30 Bbls. of Oil on board.

Yesterday, July 6th 1839
This day leaves at 10th from
E. S. C. under all sail heading to the
wind to the S. E. at 10th 10th 10th S. E. 10th
to the South, so under these 10 hours,
Long, By Line, etc., at 10th 10th 10th S. E. 10th
Lat, By etc., 3rd 03rd S.

Sunday, July 7th 1839
Begins with light winds from E. S. E. and
some squally, under all sail heading to
the S. E. 10th 10th 10th S. E. 10th and
sugg, so under this, Lat, By etc., 4th 5th S. E. 10th
Long, By Chronometer 10th 06th 10th

Monday, July 8th 1839
This day leaves at 10th from E. S. E. and
good weather under the top sails courses jib and
stunners. Steering 10th and 10th S. E. 10th ships
so under this day, Long, By Chronometer 10th 06th 10th
Lat, By etc., 4th 5th S. E. 10th

Tuesday, July 9th 1839
This day leaves at 10th from E. S. E. and
under the top sails courses jib and stunners
steering 10th and 10th S. E. 10th ships, so under
Long, By Chronometer 10th 06th 10th Lat, 4th 5th S. E. 10th

Wednesday, July 10th 1839
This day fresh breezes from S. E. and
fine weather under all sail heading for
the S. E. 10th 10th 10th S. E. 10th and two ships
so under this day Lat, By etc., 4th 5th S. E. 10th
Long, By etc., 10th 06th 10th

Thursday, June 12th 1839

This day light wind from S.W. and
fine weather under all sail heading
by the wind to the S.W. by E. saw nothing
Latterly, we made, but by the Chronometer
Long. 108° 59' 45" W. Lat. 34° 15' S.

Friday, June 13th 1839

This day light wind from S.W. and
fine weather under all sail heading
by the wind to the S.W. by E. saw nothing
Latterly, we made, but by the Chronometer
Long. 108° 59' 45" W. Lat. 34° 15' S.

Saturday, July 13th 1839

This day light wind from S.W. and
fine weather under all sail heading
by the wind to the S.W. by E. saw nothing
Latterly, we made, but by the Chronometer
Long. 108° 59' 45" W. Lat. 34° 15' S.

Sunday, July 14th 1839

This day light wind from S.W. and
fine weather under all sail heading
by the wind to the S.W. by E. saw nothing
Latterly, we made, but by the Chronometer
Long. 108° 59' 45" W. Lat. 34° 15' S.

Monday, July 15th 1839

This day light wind from S.W. and
fine weather under all sail heading
by the wind to the S.W. by E. saw nothing
Latterly, we made, but by the Chronometer
Long. 108° 59' 45" W. Lat. 34° 15' S.

Thursday, July 10th 1833

These 24 hours in light breeze from E, S, E, and
fine weather under all sail heading by the
wind - at 10 AM, the wind shifted to
S, S, W, and we were obliged to
at 11 AM, the wind shifted to S, S, E,
and we were obliged to

Friday, July 11th 1833

Began with a light breeze from S, S, E, and
fine weather under all sail heading E, S, E,
better fast strong winds, so ends this day
Lenny, by Lenny, obs. at 2 PM, 10th 11th,
Lat. 13th 15th 20th

Saturday, July 12th

Began with fresh wind from S, S, E, and
clear weather under the top sail, fine and
faster heading to the E, S, E, saw nothing
better fast light winds and fine weather
so ends this day, Lenny, obs. at 10th 11th 12th,
Lat. 13th 15th 20th

Sunday, July 13th 1833

This day fresh breeze from S, S, E, and
fine weather under the top sail heading E, S, E,
saw nothing better fast light winds and fine weather
Lenny, by Lenny, obs. at 10th 11th 12th,
Lat. 13th 15th 20th

Monday, July 14th 1833

This day light winds from S, S, E, and
fine weather under all sail heading
in the wind to the E, S, E, saw nothing
Lenny, by Lenny, obs. at 10th 11th 12th,
Lat. 13th 15th 20th

Sunday, July 21st 1839

Begins with light winds from S, under all
sail steering E, S, E, N, E, and later part
light airs and some rain; see a plenty of
Clear skies and Perseides, so ends this day.
Long, By Chron. ab. at 3 P.M. 70° 23' 11"

Lat. By ab. 52° 12' 5"

Monday, July 22nd 1839

Much 2. Begins with winds from S.
and some squalls of rain, under all
sail heading by the wind to the Eastward.
so ends this day, Lat. By ab. 52° 31' 16"

Long, 70° 24' 11"

Tuesday, July 23rd

This day light winds from S, S, E, and
some squalls of rain under all sail
heading by the wind to the Eastward,
so ends. Long, By Chron. at 10 P.M. 98° 26' 11"

Wednesday, July 24th

Begins with light winds from South, and
thick rainy weather, under all sail heading
by the wind to the Eastward, later part the
wind and clear weather, Lat. By ab. 52° 40' 11"

Long, By 6 96° 52'

Thursday, July 25th

Still this day strong winds from S, S, E, and
some rain under the last sails head-
ing by the wind to the S, E, so ends,
Long, By Chron. at 10 P.M. 95° 20' Lat. 52° 06'

Friday, July 26th 1839

This day a fine wind from S, S, E, and
Clear weather under all sail heading by the
wind to the S, E. see Perseides, so ends
this day, Long, By Chronometer 94° 13' 11"

Lat. By ab. 52° 23' 16"

Monday July 27th 1839

Went out with light winds from S. under all
sails heading by the wind to the E. S. latter part
strong backed and squally under the 2nd sails
brought to and 3rd sails, so ends at 3:22 P.M.
Long. 91° 53' W.

Tuesday July 28th 1839

Went out with light winds from S. and
fine weather under all sails heading to the
S. E. by the wind to the S. E. saw nothing
new this day, so ends

Wednesday July 29th 1839

This day light winds from S. and some
rain under all sails heading by the wind
to the S. E. saw nothing, so ends this day.
Long. By Chron. at 10 P.M. 89° 37' W.
Lat. By obs 22° 34' N.

Thursday July 30th 1839

This day light winds from S. by N. under all
sails heading by the wind to the S. E. at 6
P.M. hauled ship to the Westward to be
employed at night. The rain they saw was
Long. about 89° 00'. Lat. about 22° 00' N.

Friday July 31st

This day light winds from S. by N. and
fine weather under all sails heading
thence by the wind to the Westward, saw
at length at 10 P.M. land and the watch
employed at 11 P.M. saw land.
Long. at 10 P.M. 90° 28' W. Lat. by obs 22° 52' N.

3018 lbs of oil on board,

Thursday Aug, 1st 1838

Began with light breeze from S. to
S. S. E. under all sail heading by the wind
to the westward, at 10 A.M. sent 10 men
upward one of the gallies, 10 men
S. W. Dist 10 leagues, all the day
at cleaning the bare water courses,

Friday Aug 2nd 1838

This day light winds from S. to S. E. under
all sail heading by the wind to the westward
at 10 A.M. sent 10 men up the bare water
courses, at 1 P.M. sent 10 men S. E. Dist
10 leagues, all the day at cleaning the bare water
courses,

Saturday Aug 3rd 1838

Begins with a gentle breeze from
S. to S. E. under all sail heading by the wind
to the S. E. middle of the day the wind
light winds from S. to S. E. at 1 P.M. sent
10 men S. E. Dist 10 leagues, all the day
at cleaning the bare water courses,

Sunday Aug 4th

Begins with light winds from S. to
under all sail heading S. E. at 6 A.M.
sent 10 men S. E. Dist 10 leagues, all the day
employed at shooting water at 10 A.M.
Gullies ends this day, at 1 P.M. sent
10 men S. E. Dist 10 leagues, all the day
at cleaning the bare water courses,

Tuesday Aug 6th 1838

Begins with light winds from S. to
under all sail heading S. E. at 6 A.M.
sent 10 men S. E. Dist 10 leagues, all the day
employed at shooting water at 10 A.M.
Gullies ends this day, at 1 P.M. sent
10 men S. E. Dist 10 leagues, all the day
at cleaning the bare water courses,

Wednesday Aug 7th 1898

These 2 hours the Fair shot Colm under.
 all sail making the best of our way to the
 Cape of Good Hope, at 6 P.M. spoke the
 ship, began a heavy breeze 15 miles north
 with 8 to 10 knots of force, as it is
 long, by chronometer at 10 P.M. 52° 10' N. lat. 00° 50' S. long.

Heerschen Theo, 8th / 1839

The fore part of the Tug at right angles
to the S. under all sail having the same
to the S. E. corner of the C. L. M. with
a compass of 1/4 of a circle the ships heads, so ends
large, about 9 1/2 ft. by 1 1/2 ft. 3/4 in. 1/2 in.

Friday June 9th 1828

Begins with a calm at 5 P.M. a fine breeze from S. leading by the E. S. E. latter part Calm at 12 Mers. the N. E. point of Parliament House S. E. By E. Dist. 18 Leys. the Ship. Long on in sight, so ends the day. Lat By obs. 20. 33. 1/2.

Wednesday Aug. 10th '83

3. Remains with a luteal and Chlamydia, at 5 P.M. a fine
 sincere pressure, S. B. C., between C. S. C. better heart
 calm, at 2 P.M. The heart has been S. C. B. S.
 H. S. C. - I imagine so much at 5 P.M. 11:32 L.

Monday Aug. 11th 1838

Wednesday, July 11, 1860.
Commenced at 10 A.M. as from S.S. W.
heading S.E. at 1 P.M. light from S.C.B.S.
N.W. Dist. 10 miles. Light from S.S. W.
leading to the southward. I saw the
light from S.C. Dist. 10 miles. In Black
Rock, and Persimmon, and other places.

London, Nov. 13th 1839

[illegible]

Thursday May 13th 1835

Begins with slight breeze across ice in N.E.,
under all land blowing ab? E, S^t & S.W. blowing,
on bare E.S.E., with W. breeze, rather fresh
a fresh breeze from South, so much, ab? S.

Wilmington Aug. 14. 1832.

still these in wood a full hour at 1, E, and
fine weather under all sail starting E. by N.
per, Compass, 20 miles long, & 8 1/2 h. at 3 28 1/2.

Dec 15th 1839

This day fine weather sailed all day
at 10 AM. East at 12 noon saw a flock
of Mr. Phoebe 1 mile to windward going
with the windward were 10 to the
Pheasants, 100000, 100000, 100000, 100000
Long 88° 00' W

Monday August 16th 1878

This day fine weather, at 2 P.M. lost sight
of the above mentioned 14 boats arose. Ship
to the Eastward, at 4 P.M. saw many birds
low at the boats in chase, at 5 P.M. on
~~the~~ shore. Brought the ship. Latter part of the
it in several, & B. A.

Aug 1783

Portsmouth 21st 11th 83

All this day hitherto weather under all
sail looking to the E. N. E. at 6 P.M.
were whiff to the S. E. at 8 P.M. Commenced
Building and Steered N. E. By E. so ends.
Lat By obs. 13° 21' N

Long. 86° 00'

Monday Aug. 18th 1833

This day light winds from N. E. and S. E.
under all sail some squally at 1 P.M.
finished Building, so under all sail Steering
E. N. E. so ends this day Lat By obs. 12° 23' N

Long. 85° 30' W

Tuesday Aug. 19th 1833

Begins with a fine breeze from N. E. M.
under all sail steering E. N. E. at sun
down doubled what the S. E. Sea and
at 10 P.M. for the night with the more
gentle breeze looking to the S. E. at sun
re made sail, saw a herd of Apr. Whales
hauled up 3 Boats, the M. B. went up to
a large M. took 4 separate times and the
Boat stores missed it at 1 came to the ship
and put him off duty, better part in 3rd
winds under all sail looking to the West
ward, so ends this day work Lat By obs. 12° 20' N

Long. 83° 13' W

Wednesday Aug. 20th 1833

There 24 Boats here further under all sail
looking to the Eastward, some weather
so ends Lat By obs. 13° 33' N being about
81° 40'

Page

Wednesday Aug. 21st 1825
This day fine weather under all sails
hauled to the Eastward at 7 A.M. saw
a large log at 10, to windward
at 12 Mers. there were a small boat
off so we's bet. 1° 33' N. long about 82

Thursday Aug 22nd 1825
This day fine weather at 12 post 12
Mers. heeled over the shore mentioned
which the passengers and crew
the Thos. was a small cutter at 5 P.M.
took it to the ship, better part but
it in and cleared the Deck as usual
Lat. 1° 34' N. long 81° 00' W.

Friday Aug. 23rd
This day fine weather under the Top Sails
hauled to the Westward 18. Mers and to
the 1st P.M. saw nothing at 11 P.M. finished
drilling, so ends this day Lat. Byak 0146 is
Long 80° 50'

Saturday Aug 24th
This day was a fine day in S. S. W.
under the Top Sails, hauling to the S.E.
at 6 A.M. saw the land at 8 saw a ship better
part employed at stowing away oil, at
1 P.M. were ship to the Westward so ends this
day Lat. Byak 00° 50' N.

Sunday Aug 25th
Begins with a fine day in S. W.
hauled in shore at 8 A.M. hauled to off
at 10 Mers the 2nd and 3rd went on
shore, water for the ship being off
and on, so ends,

Monday August 26th 1833

This day fine weather beginning at 5 P.M. the Boat came off with fruit at 6 P.M. discharged E. R. Manner and the Boat went to the shore so ends this day

Tuesday Aug. 26th 1833

This day fine weather at 5 P.M. the Boat came off loaded with Potatoes and fruit and was sent to the Boat and sailed our small off shore, at 10 P.M. saw 1/2 Males lowered the Boats in Cove the Ship Boat fastened to a large shore and so ends this day

Wednesday Aug. 28th

There 24 hours strong winds from N.W. the Boat's sail in Chail of Whores at 4 P.M. took them up at dinner saw a large Whale 1/4 of a mile off lowered it 10 fathoms but did not fasten it, so ends this day

Thursday Aug. 29th

This day fresh winds from N.W. and the Ship sails heading to the Westward 16 hours out to the S.E. & saw a ship. heading to the S.E. so ends this day

Long 13 by 6 1/2 Lat. 34 1/2

Friday Aug. 30th

This day fine weather strong winds from N.W. under the Ship sails heading to the Westward at 6 P.M. saw ship. to the S.E. saw nothing so ends this day

Long 80 1/2 Lat. 34 1/2

Monday Aug. 31st 1839
This day fine weather saw nothing to note
Lone. 81st 16 Lat. 2° 09'

Tuesday Sept 1st
This day fine weather at 10 A.M. saw 7
whales heaved but did not get past so
ends, Lat. 2° 20'

Wednesday Sept 2nd
This day fine weather at 3 P.M. lowered
the Boat, and took a Whale better post
Cut it in so ends Lat. 2° 01'

Thursday Sept 3rd
The fore part employed at Boiling
at 4 P.M. saw Whales lowered and two
one, better post Cut it in so ends Lat. 2° 15'
Lone. sheet 82° 00'

Friday Sept 4th 1839
This day fine weather employed
at Boiling so ends this day Lat. 2° 50'
Lone. sheet 82° 00'

Saturday Sept 5th 1839
This day fine weather at 4 P.M. saw 1
Whales heaved eyes Boats at 5th Lat. 2° 12'
to the ship better post Cut it in
so ends, Lat. sheet 3° 00'

Sunday Sept 6th 1839
Saw 24 heaves fine weather under
all sail heading to the Westward
employed at Boiling better post stored
down 25 Bbls. of oil so ends Lat. 2° 35'

Wheatley, 7th Feb 1839
 From 21 hours from noon and nine
 weather, inches fell Soil Leveling ft.
 Wind at 8 A.M. rain &
 clouds, water very rough, no ice
 in the straits; so much for day.

Monday 11th & 12th 58
This day fine weather and all birds
sing to the pasture at 6 A.M. arrived at
Hos, Seal. 2000, W.A. By the 20th

Monday, Sept 7th, 859
The day was very warm & clear. The water was all over the trees and the ground was very dry. The wind was from the south and the sun was shining brightly.

Wednesday Sept^r 10th 1839
This day fine weather employed at healing
at 11 finished at 10 sent Wholes heres
but did not get post, so ended L^r. 240

The mess they left
 this morn'g. 1000 lbs. of
 whole bread at 3 cts. each to the ship
 and put it in and commenced sailing
 at 10 A.M. finished, latter part employed
 in sawing a way out, so with 100 lbs.

Thursday
This very fine weather all hands employed
at stacking wheat oil, as was left 1.50
here, 80.27.

1st day Sept 3rd 1839
Light breeze from N.W. and rainy weather
employed at sundry jobs of ship's duty
Lat. 13th 25' 25" Long. 81° 29'

2nd day Sept 4th 1839
This day fresh winds from N.W. and
suddenly warmer under the Sails heading
to the S.E. in the evening, so ends this day
Long, 81° 29' Lat, 22° 14'

3rd day Sept 5th 1839
This day fine weather under all sail
heading to the S.E. so ends Long, 81° 27' Lat, none

4th day Sept 6th 1839
This day fine weather under all sail
Precipitous for the night, saw nothing of any
kind Long 81° 00' Lat, 21° 01'

5th day Sept 7th 1839
This day fine weather under all sail, heading
to the Eastward at 4 P.M. saw Point
of Colony bearing West Dist 10 leagues
took the ship to the Westward so ends

6th day Sept 8th 1839
This day fine weather under all sail
heading to the Westward saw nothing
of any kind Lat 13th 25' Long 81° 51'

7th day Sept 9th 1839
This day fine weather under all sail
heading to the Westward so ends
Lat. 13th 25' Long, 82° 52'

Monday October 15th 1859

There is a large vessel from New York
arriving here under all sail leaving for the
S.E. for London, and a great many of
the crew are going to the ship having been
in the city. Lat. By the 22nd South,

Monday October 16th 1859

There is a large vessel from New York
arriving here under all sail leaving for the
S.E. for London. This day

There is a large vessel from New York
arriving here under all sail leaving for the
S.E. for London. This day

The ship carrying Mr. Bluffe 1800 the
go to Swan at No. 1600 the Charles of 1800
the ship carrying Mr. Bluffe 1800 the
go to Swan at No. 1600 the Charles of 1800
the ship carrying Mr. Bluffe 1800 the
go to Swan at No. 1600 the Charles of 1800
the ship carrying Mr. Bluffe 1800 the
go to Swan at No. 1600 the Charles of 1800

Friday October 25th 1859

There is a large vessel from New York
arriving here under all sail leaving for the
S.E. for London. This day

Saturday October 26th 1859

This day there is a large vessel from New York
arriving here under all sail leaving for the
S.E. for London. This day

Lat. By the 22nd South,

11 1/2 months out with 2500 bluffs
months for navigating the ship at
Sept. 1859. Perry, Perry and Perry

Sunday October 27th 1839

This day a fine breeze from the S.W. and fine weather. Under all sail. Left at 12 mer. Point Payto near N.E. Dist. 2 leagues. Ship leaving 2nd Sticks per hour with sail.

Monday Oct. 28th

There is a fine breeze from the S.W. and fine weather. Under all sail. Left at 12 mer. Point Payto near N.E. Dist. 2 leagues. Ship leaving 2nd Sticks per hour with sail.

Tuesday Oct. 29th 1839

This day fine weather. At 3 P.M. the Capt. came up and took the ship to anchor in order to stop the leak. From this time to the 2nd of Nov. lay in Port and made the leak to do. Under all sail. Left at 12 mer. Point Payto near N.E. Dist. 2 leagues. Ship leaving 2nd Sticks per hour with sail.

Wednesday Nov. 1st 1839

There is a fine breeze from the S.W. and fine weather. Under all sail. Left at 12 mer. Point Payto near N.E. Dist. 2 leagues. Ship leaving 2nd Sticks per hour with sail.

Thursday Nov. 5th 1839

This day fine weather. Employed at repairing the boat and painting 20 under hull. S.W. Dist. 2 leagues.

Thursday Wednesday 5th 1839

Wednesday Nov, 6th 1839

Here 2¹/₂ hours in fine breeze from South
under all sail, by the wind the wind
finished in passing the West Point as one
Ship, making 2000 miles per hour, 5⁵/₆
Long 145¹/₁ Lat By obs

Thursday Nov, 7th 1839

Here 2¹/₂ hours in light breeze from S, to S, E,
under all sail, by the wind to S, W, the
with employees at various parts of Ship's
sail as well as long to S, E Lat By obs. 6²/₂

Friday Nov 8th 1839

This day fine weather under all sail leaving
to the S, W, by the wind, and to Eastward of the G.
A setting at anchor as order this day Lat 6²/₂

Saturday Nov, 9th 1839

Here fine breeze from S, E, under all sail leaving
ine S, W, by the wind, Joseph Chase sick
with the small Pox as order Lat By obs 7¹/₂

Sunday Nov, 10th 1839

This day a fine breeze from S, E, under
all sail, leaving by the wind to the S, W,
Joseph Chase sick with the small Pox and
leaving 2000 miles per hour, Lat By obs 7³/₄

Monday Nov, 11th 1839

This day fine weather and

Friday November 15th 1839
 This day fine weather under all sail heading
 by the wind to the S. W. by E. and to
 the E. at 10 A.M. employed at putting on Iron
 bands on the Pumps, leaving the there being
 yet the small Box turned with 1/2 Churn this day
 Long, by Churn, at 10 A.M. 43° 32' N.
 by Churn, at 10 A.M. 46° 6' Lat. by 10 A.M. 45° 41'

Saturday Nov 25th 1839
 For the last 10 days fine winds from the
 N.E. under all sail, with and only heading to
 windward. The 17th spoke the ship, at 10 A.M. 41° 41' N.
 hauled up on the 20th saw a ship steering N.W. by
 on 24th spoke the ship, at 10 A.M. 41° 41' N.
 1 month out with a whale oil 100 lbs weight
 on the 24th spoke the ship, at 10 A.M. 41° 41' N.
 Long, by Churn, at 10 A.M. 41° 25' Lat. by 10 A.M. 41° 52' South.

Sunday Nov 30th 1839
 The last 10 days fine winds from N.E. under all
 sail heading to windward on the 24th saw a
 ship a sailing, employed at repairing the ship
 sails, at 10 A.M. 41° 34' N.
 Lat by 10 A.M. 41° 36' N.

Sunday Dec 1st 1839
 This day fine weather under all sail, head-
 ing by the wind to the S. W. by E. saw 2 or 3
 Black Duck and a Mr. Whales Carcass seen
 Long, by Churn, at 10 A.M. 43° 15' N. Lat by 10 A.M. 41° 05' South

Monday Dec 2nd 1839
 This day fine weather under all sail heading
 to the S. W. by E. by the wind and nothing seen

Thursday December 5th 1829

At 9 A.M. saw a large body of large
Whales, at 11 A.M. landed the boat in
Chow, at half past 11 fastened the line
+ and had the line cut, at 12 M. two
boats put to the same spot as ever,

Friday 6th

This day fine weather at 2 P.M. two
boats put from the above mentioned
Whale, at 5 P.M. went up to the Whale
and the boatster dashed at it
+ at 6 took up the line, at 6 P.M.
saw more Whales, landed the boat
in Chow, at 8 A.M. fastened and
cut the line as ever.

Saturday 7th

Fine weather at 10 A.M. fastened to a large
Whale, got the star boat stove the Capt
had his shoulder put out of joint at 4 P.M.
had it replaced at 5 P.M. the Whale was
taken up to the ship, both spent as they were
at Canton as ever this day. 11:15
Let by 10:15

Sunday 8th

This day fine weather under a light breeze
by the land to the E. at 6 A.M. finished
hauling as ever Long 42 1/2
Let by 11:39 A.

Thursday Dec. 12th 1839

There 24 hours a fresh breeze from S.E.
at 1 P.M. leave the boat for Whales but did
not get as far as the one on account of the
+ trying to maneuver employed at striking
Whales, and seeing up the shores.
Longitude 42° 22' Lat By As. 12° 04' S.

Friday Dec. 13th 1839

This day fine weather under a light soil
breeze, for Whales employed at beating
ing oil the stern every some nothing seen
Lat By As. 11° 36' S.

Saturday Dec. 14th 1839

This day strong winds from S.E. and fine
weather under a light breeze by the wind
to the S.E. at 6 P.M. took ship to the sea
there are all hands employed at striking
oil, Steered down 15 miles in the fore part
sends this day. Long. 42° 11' Lat By As. 11° 52' S.

Sunday Dec. 15th 1839

There 24 hours a light breeze from S.E. under
all sail beating for Whales, saw nothing
so was long. S. Lat. at 12 M. 81° 56' S.
Lat By As. 11° 51' S.

Monday Dec. 16th 1839

Begins with a light breeze from S.E. and
fine weather under a light breeze by the
wind to the S.E. at 6 P.M. took ship
to the eastward at 2 P.M. takes no more
after part strong wind and some rain
employed at striking at Whales, and
Long. by Chron. at 10 P.M. 81° 59' S.
Lat By As. 12° 26' S.

Monday December 17th 1839

There 24 hours light breeze from S.E. and fine
and another under the top sails' course jib and
Stenker' leading by the wind to the A.M. at 6
P.M. were ship to the Capt. E. at 2 P.M. were back
sailing employed at sailing up shoals as under
Long by Chron. 11 1/2 M. Lat by obs 57 3/4

Tuesday December 18th 1839

This day we found light breeze from S.E. and fine
and under all sail, leading the wind to
the Southward at 6 P.M. were ship to the Capt. E.
at 6 P.M. were ship to the Capt. E. at 6 P.M. were ship to the Capt. E.
Long by Chron. 11 1/2 M. Lat by obs 57 3/4

Wednesday Dec 19th 1839

There 24 hours light breeze from S.E. and fine
and under all sail leading by the wind to
the Capt. E. at 6 P.M. were ship to the Capt. E.
Long by Chron. 11 1/2 M. Lat by obs 57 3/4

Thursday Dec 20th 1839

There 24 hours light wind from S.E. and under all
sail leading by the wind to the Capt. E. at 2 P.M.
were ship to the Capt. E. at 2 P.M. were ship to the Capt. E.
at 6 P.M. were ship to the Capt. E. at 6 P.M. were ship to the Capt. E.
Long by Chron. 11 1/2 M. Lat by obs 57 3/4

Saturday December 21st 1837

Barges with the light air from S.E. under all
sail heading by the wind to the C. & P. C. boats
last night the launch at 6 P.M. were ship to
the S. & P. C. boats at rejoining the others.
went, so ends this day Long by Chron 11⁵⁹ W.
Lat by Obs. 12¹⁴ S.

Sunday December 22nd 1837

This day light winds from S.E. and fine
weather under all sail. Steaming S.W. at 6
P.M. hauled by the wind to the Southward
at 6 P.M. Steamed S.W. very rapidly & in 10
ends this day Long by Chron 11⁵⁸ W.
Lat by Obs. 12¹⁴ S.

Monday Dec 23rd 1837

This day fresh breeze and fine weather and
under all sail Steaming S.W. at 6 P.M. hauled
by the wind to the C. & P. C. at 6 P.M. were ship
and Steamed S.W. and in 10 ends.
Long by Chron to Chron 11⁵⁷ W. Lat by Obs. 12¹³ S.

Tuesday December 24th 1837

There 24 hours light breeze and fine
weather under all sail Steaming S.W. at 6
P.M. hauled by the wind to the C. & P. C. at
6 P.M. were ship. After first Steaming
S.W. so ends this day Lat by Obs. 11⁵³ S.
Long by Chron 11³⁰ W.

Wednesday Dec 25th 1837

This day light winds from S.E. and fine
weather under all sail Steaming S.W. at 6 P.M.
hauled by the wind to the C. & P. C. at
6 P.M. were ship. After first Steaming
S.W. so ends Long by Chron 11⁵⁷ W.
Lat by Obs. 11⁵³ S.

Thursday December 26th 1839
Here 24 hours light wind, wind and sea
sent weather under all sail steering N. by E.
At 3 P.M. were ship. The wind at 6
P.M. blew by the wind to the Eastward at 6
P.M. under all sail, so ends Lat. By obs. 10° 55'
Long. By Chron. 41° 02' W

Friday December 27th 1839

Saturday December 28th 1839

Here 24 hours light wind from S.E. and sea
sent weather under all sail steering for W. by
N. but saw nothing remarkable so ends this day
Long. By Chron. obs. at 11 A.M. 42° 25' W.
Lat. By obs. 12° 12' N.

Sunday December 29th 1839

This day light wind, wind and sea weather
under all sail heading by the wind to the
N. by E. at 6 P.M. were ship. The Eastward saw
nothing remarkable, so ends Lat. By obs. 13° 45' N.
Long. By Chron. 43° 12' W.

Monday December 30th 1839

Begins with light wind and sea
weather under all sail heading. The ship
the wind to the Eastward, later part of day
saw light wind, employed at night
the cooking the men's baggage. Lat. 12° 17' N.
Long. By Chron. 42° 17' W.

Tuesday December 31st 1839

This day light wind, under all sail heading
by the wind to the Eastward at 6 A.M. were
ship to the Southward so ends this day
Long. By Chron. 41° 50' W.
Lat. By obs. 13° 16' N.

Wednesday, January 1st 1846
These 24 hours had fresh breeze from S.E. & S.
under all but heading by the wind to the
East, by at 4 P.M. were ship to the S.W. & under
long by line 41° 09' lat by and 11° 59' long.

Thursday 2nd Jan
This day fine together at 6 A.M. saw Spr. W.
at 4 P.M. saw the boats in chase at 9 P.M.
+ turned the one at 12 last the whole and line
as and, long. 41° 50' lat 12° 02' South.

Friday 3rd Jan
These 24 hours fine, the above mention
ed Whales in sight at 4 P.M. saw the boats
at 5 P.M. passed the two at 6 P.M. took them to
the ship, at 6 P.M. commenced cutting, at 12
finished the two heads, as and lat 12° 17' S.
long. 41° 00' W.

Saturday Jan. 4th
These 24 hours light wind, more or less
and fine weather at 3 P.M. finished cutting
in the Whales at 4 P.M. commenced hauling
made all sail and saw the Southern at
at 11 A.M. saw a school of Spr. W. and a large
fish off to seaward, as and lat 12° 57' S.
long 41° 20' W.

Sunday Jan. 5th 1846
These 24 hours S.W. by S. breeze and
the ship sail and under heading to
the Southern at 3 P.M. saw a school of Spr. W.
+ saw a large school of Spr. W. under the ship and
chose at 12 as and, long. 41° 50' lat 12° 17' S.
long. 41° 50' lat 12° 17' S.

13/4 months out with 200 lbs of oil

Journal, 1841, 1902

Monday, Jan'y 6th 1841
Ran 24 hours with fair breeze from S.E. and calm
under all sail. Sailing by the wind to the
S.E. and S.W. by the points, but the
shore mentioned Whales and galed them
at 6 P.M. up the river, at 8 P.M. finished
the land, at 9 P.M. were at sea and this day
ran up to about 42° 30' Lat. by obs. 42° 28' S.

Tuesday, Jan'y 7th 1841
Began with a fair breeze from S.E. and passed
under all sail. Sailing by the wind to the
S.E. and S.W. by the points, but the
shore mentioned Whales and galed them
at 6 P.M. up the river, at 8 P.M. finished
the land, at 9 P.M. were at sea and this day
ran up to about 42° 30' Lat. by obs. 42° 28' S.

Wednesday, Jan'y 8th 1841
Ran 24 hours with a fair breeze from S.E. and calm
under all sail. Sailing by the wind to the
S.E. and S.W. by the points, but the
shore mentioned Whales and galed them
at 6 P.M. up the river, at 8 P.M. finished
the land, at 9 P.M. were at sea and this day
ran up to about 42° 30' Lat. by obs. 42° 28' S.

Thursday, Jan'y 9th 1841
Ran 24 hours with a fair breeze from S.E. and calm
under all sail. Sailing by the wind to the
S.E. and S.W. by the points, but the
shore mentioned Whales and galed them
at 6 P.M. up the river, at 8 P.M. finished
the land, at 9 P.M. were at sea and this day
ran up to about 42° 30' Lat. by obs. 42° 28' S.

Friday, Jan'y 10th 1841
Ran 24 hours with a fair breeze from S.E. and calm
under all sail. Sailing by the wind to the
S.E. and S.W. by the points, but the
shore mentioned Whales and galed them
at 6 P.M. up the river, at 8 P.M. finished
the land, at 9 P.M. were at sea and this day
ran up to about 42° 30' Lat. by obs. 42° 28' S.

Saturday Jan 11th 1840
The wind with strong winds from N.E. and sails were all set and the ship began to drift. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 12° 59'.

Sunday Jan 12th 1840
There was a light wind from N.E. and the wind was all set. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 13° 02'.

Monday Jan 13th 1840
This day light winds from N.E. under all sail heading by the wind to the S.W. at 6 P.M. were ship. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 13° 02'.

Tuesday Jan 14th 1840
This day light winds from N.E. under all sail heading by the wind to the S.W. at 2 P.M. were ship. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 13° 02'.

Wednesday Jan 15th 1840
This day light winds from N.E. under all sail heading by the wind to the S.W. at 2 P.M. were ship. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 13° 02'.

Thursday Jan 16th 1840
This day light winds from N.E. under all sail heading by the wind to the S.W. at 2 P.M. were ship. At 12 the night was still, better part of light winds were all set, sea fresh at ends, long, by the lat. 13° 02'.

Wednesday, January 14th 1840
These 24 hours (beginning) winds and rain
weather under all sail steering N. by E. at
6 P.M. heeled by the wind to the Eastward;
sea choppy and blackish so ends this day.
Long. by Chron. at 6 P.M. 40° 31' Lat. by Obs. 13° 15' S.

Thursday, January 15th 1840
This day being fine and calm, under all
sail heeled by the wind to the E. by E. at 6
P.M. were lifted 6 P.M. were back and there
S. by E. sea choppy so ends this day.
Long. by Chron. 40° 04' Lat. by Obs. 13° 09' South.

Friday, Jan'y 16th 1840
Began with a fresh breeze from S. by E.
under the full sail course with and fresh
heaving S. by E. at 6 P.M. were lifted to the S. by E.
after fresh more under all sail
steering N. by E. so ends. Lat. by Obs. 12° 41' S.
Long. at 6 P.M. 40° 25' W.

Saturday, Jan'y 17th 1840
These 24 hours light breeze from S. by E. and fine
weather under all sail heading by the wind to the
S. by E. at 11 P.M. were lifted to the Eastward,
after fresh employed at steering the ship, S. by E. sail
so ends this day. Long. 40° 19' Lat. by Obs. 12° 38' S.

Sunday, Jan'y 18th 1840
This day light breeze wind under all sail
heading by the wind to the Eastward, sea
choppy employed at steering the ship, S. by E. sail
so ends this day. Long. 40° 19' Lat. by Obs. 12° 35' S.

Thursday January 23rd 1848
Begins with light breezy winds light fine
weather under all sail heading from Cape to
the Cape Horn. Light breeze at 12 M.
with a light breeze. Light breeze at 12 M.
saw nothing, so ends for the day at 12 O'Clock.

Friday January 24th
This day light winds from the Cape Horn
and the Cape Horn all the morning at 12
saw nothing, so ends for the day at 12 O'Clock.
Light breeze at 12 M. at 12 O'Clock.

Saturday January 25th 1848
Sunday

The fore part light breeze under all
sail heading from the Cape Horn at 12 midnight were ship.
Light breeze at 12 M. with a light breeze, so ends.
Light breeze at 12 M. at 12 O'Clock.

Light breeze at 12 O'Clock.

Sunday January 26th 1848
Begins with a light breeze from the Cape Horn
heading from the Cape Horn at 12
midnight were ship. Light breeze at 12 M.
and morning light breeze from the Cape Horn with
a light breeze and a light breeze at 12 O'Clock saw
ship, so ends for the day at 12 O'Clock.

Light breeze at 12 O'Clock.

Monday January 27th
This day fine weather with a light breeze
from the Cape Horn, and a light breeze at 12
midnight were ship. Light breeze at 12 M.
and morning light breeze from the Cape Horn with
a light breeze and a light breeze at 12 O'Clock saw
ship, so ends for the day at 12 O'Clock.

Light breeze at 12 O'Clock.

Thursday January 26th 1840
This day with a fine wind from N.E. and
pleasant weather under our sail. We went
to the wind to the N.E. and on going made
round, ship leaving the anchor for
hours, so made this day our 12531
1840 40374

Friday, January 27th 1840
This day with a light breeze and fine
and pleasant weather under our sail.
We went to the E. at 4 P.M. at 6 P.M.
we ship to the S.W. and nothing
so much. Long by time 11th 1840 1840
1840 1840 1840

Saturday, February 1st 1840
This day with a light breeze and fine weather
under our sail. We went to the N.E. at 6 P.M. under
the wind to the N.E. at 6 P.M. we
ship and George W.C. and on going we
with our Desperes, so made this day
Long by time 11th 1840 1840 1840

Sunday, February 2nd 1840
Breeze with a gentle breeze from N.E.
under our sail. We went to the N.E. at 12
midnight. We went to the N.E. at 12
Long by time 11th 1840 1840 1840

Monday, February 3rd 1840
The wind set off ship at a calm with a
light breeze from N.E. and on going we
with our Desperes, so made this day
Long by time 11th 1840 1840 1840

Remarks continued Monday 5th Dec.
Sailing with a light air from N.W. under
all sail Steering S.W. Middle part the same
water part calmer latter part strong the Indian
off coast and S.W. Calmer part, when Black Fish
Ship looking 1500 strokes per hour, as usual.
Long by Chron. 41° 42' Lat. by obs. 12° 36' S.

Tuesday 6th Dec. 1740
This day, a light air from N.W. and S.W. under
all sail Steering S.W. Middle part the same
water part calmer latter part strong the Indian
off coast and S.W. Calmer part, when Black Fish
Ship looking 1500 strokes per hour, as usual.
Long by Chron. 41° 42' Lat. by obs. 12° 36' S.

Wednesday 7th Dec. 1740
This day, a light air from N.W. and S.W. under
all sail Steering S.W. Middle part the same
water part calmer latter part strong the Indian
off coast and S.W. Calmer part, when Black Fish
Ship looking 1500 strokes per hour, as usual.
Long by Chron. 41° 42' Lat. by obs. 12° 36' S.

Thursday 8th Dec. 1740
This day, a light air from N.W. and S.W. under
all sail Steering S.W. Middle part the same
water part calmer latter part strong the Indian
off coast and S.W. Calmer part, when Black Fish
Ship looking 1500 strokes per hour, as usual.
Long by Chron. 41° 42' Lat. by obs. 12° 36' S.

Friday 9th Dec. 1740
This day, a light air from N.W. and S.W. under
all sail Steering S.W. Middle part the same
water part calmer latter part strong the Indian
off coast and S.W. Calmer part, when Black Fish
Ship looking 1500 strokes per hour, as usual.
Long by Chron. 41° 42' Lat. by obs. 12° 36' S.

Monday March 1st 1848
Dewy, with strong wind from S.E. the
C. under the full. Courses jib and Jibs
up. Steering S.W. at 6 P.M. hauled by the jibs
to the N.E. at 6 P.M. were Jib and Jibs
and saw nothing remarkable, so ends this
day. Lat. By obs. 22° 15' N.

Tuesday March 2nd 1848
Dewy in full of morning, breeze from
S.E. at 6 P.M. and squally morning, with
under all Sail. Steering S.W. by
Jib and Jibs at 6 P.M. hauled by the jibs
at 6 P.M. Decided to reef the Jib S.
and hauled by the jibs to the
S.W. better, best Steering S.W. C.
under all Sail, with ship's crew here
and, saw nothing there 24, better,
Dewy, By Chron. at 10 P.M. 42° 36' N.
Lat. by obs. 42° 36' N.

Wednesday March 3rd 1848
Dewy in full of morning, breeze from S.E. the
under all Sail heading by the jibs to the
N.E. Middle and better part the same, saw
nothing, so ends this day. No obs.

Thursday March 4th 1848
This day light wind and some squalls of
rain, under all sailing, with Steering
S.W. at 6 P.M. hauled the jibs for Blackish
but without success, better best Steering
best, so ends this day Lat. by obs. 10° 09' N.
Long by Chronometer, 43° 25' W.

Thursley March 6th 1861

$\frac{1}{n} \log n$

2161000000 1/1000000 1/1000000 1/1000000

These 24 hours gentle breeze and fine
weather, and the growing sail, driving
the ship 11 miles by the above number of
short sail, and 10 miles and 10 miles
as well this day. Long by 6 hrs 47.00.00 W.
that by the 7.17.5 -

Monday March 9th 1849

Tuesday, March 19th 1840.

Wednesday March 11th 1848

Thursday March 11th 1875

Franklin, Mass. 12th May 1840

Saturday March 14th 1748
Begins with a fresh wind from
S.W. under all sailing with Steers
W. N. W. at 10th miles, and some
specimens of rain at 4 P.M. Steered
and Sailed by 10th miles this day
Landed by 10th miles 9th 20th Lat by obs. 23rd

Sunday March 15th 1748
The fore part of this day a gentle breeze
from S.W. under all sailing with Steers
S.W. by E. Middle of night
at 10th miles and some specimens
of rain at 4 P.M. Steered
by the wind to the Eastward, so by 10th

Monday March 16th 1748
This day light variable wind and rainy
wages under all sailing with Steers
at 4 P.M. under the current, Steered
by 10th miles and some specimens
of rain at 4 P.M. Steered
Landed by 10th miles 9th 21st Lat by obs. 23rd

Tuesday March 17th 1748
The fore part of this day, under all sailing with Steers
rainy and some specimens of rain at 4 P.M. Steered
by 10th miles and some specimens of rain at 4 P.M. Steered
Landed by 10th miles 9th 22nd Lat by obs. 23rd

Wednesday March 18th 1748
These 24 hours passing under all sailing with Steers
at 4 P.M. under the current, Steered
by 10th miles and some specimens of rain at 4 P.M. Steered
Landed by 10th miles 9th 23rd Lat by obs. 23rd

Wednesday March 19th 1840
The day part up this day, a fine
breeze and a light air, and sail
engaged off the Cape, and then made
at night, the ship, Margaret, at
blackest, 21 March, out with 1700 lbs of
oil, better part calm, at 12 Mar, Charles
point, at 10 miles, 2 days, 20 miles,

Friday March 20th 1840
Commenced with a light air, and a
fine breeze, and sail engaged off the Cape,
at 10 AM, the ship, Margaret, at
blackest, 21 March, out with 1700 lbs of
oil, better part calm, at 12 Mar, Charles
point, at 10 miles, 2 days, 20 miles,

Saturday March 21st 1840
The day light air, and a fine breeze,
and sail engaged off the Cape, at 10 AM,
the ship, Margaret, at blackest, 21 March,
out with 1700 lbs of oil, better part calm,
at 12 Mar, Charles point, at 10 miles,

Sunday March 22nd 1840
The day light air, and a fine breeze,
and sail engaged off the Cape, at 10 AM,
the ship, Margaret, at blackest, 21 March,
out with 1700 lbs of oil, better part calm,
at 12 Mar, Charles point, at 10 miles,

Wednesday March 13th 1846
This day at 10th the anchor was
up, to S. E. sailed all well ingress
with the South head at Mer. Christ
-topher's point, where the ship is to be
unloaded. The ship is to be
sailed, and referring the base of
Sail as usual,

Wednesday April 1st 1846
Sailing with a fresh breeze from S. E.
gaining by the wind to the Southward
at 10th the anchor was up, to S. E. sailed
all well ingress with the South head at
Mer. Christ-topher's point, where the
ship is to be unloaded. The ship is to be
sailed, and referring the base of
Sail as usual,

Thursday April 2nd 1846
This day at 10th the anchor was
up, to S. E. sailed all well ingress
with the South head at Mer. Christ
-topher's point, where the ship is to be
unloaded. The ship is to be
sailed, and referring the base of
Sail as usual,

Friday April 3rd 1846
This day at 10th the anchor was
up, to S. E. sailed all well ingress
with the South head at Mer. Christ
-topher's point, where the ship is to be
unloaded. The ship is to be
sailed, and referring the base of
Sail as usual,

See the list.

Yesterday April 5th 1841

Wm. L. G. 5th 1449

Monday April, 6th

Tuesday April 7th 1861

Monday April 4th 1848
Commenced with a strong breeze from
S.W. and clear weather all day. The
water is very deep. To complete the
hydrographic work, and nothing more
to do today. 22° 50' N. Lat. 102° 16' W. Long.
by chronometer 99° 50' W. by good 99° 16' W.

Tuesday April 5th 1848
A strong breeze from S.W. and
clear weather all day. The
water is very deep. To complete the
hydrographic work, and nothing more
to do today. 22° 50' N. Lat. 102° 16' W. Long.
by chronometer 99° 50' W. by good 99° 16' W.

Wednesday April 6th 1848
A strong breeze from S.W. and
clear weather all day. The
water is very deep. To complete the
hydrographic work, and nothing more
to do today. 22° 50' N. Lat. 102° 16' W. Long.
by chronometer 99° 50' W. by good 99° 16' W.

Thursday April 7th 1848
A strong breeze from S.W. and
clear weather all day. The
water is very deep. To complete the
hydrographic work, and nothing more
to do today. 22° 50' N. Lat. 102° 16' W. Long.
by chronometer 99° 50' W. by good 99° 16' W.

Friday April 8th 1848
A strong breeze from S.W. and
clear weather all day. The
water is very deep. To complete the
hydrographic work, and nothing more
to do today. 22° 50' N. Lat. 102° 16' W. Long.
by chronometer 99° 50' W. by good 99° 16' W.

Monday April 13th 1840
This day we were in a heavy rain
and especially weather under a heavy
exp. wind. According to the Westinghouse
the ship's anchor was pulled; and we were
at anchor in the night, so much.
Length by chronometer 103 22 Lat. by obs. 5 09.

Tuesday April 14th 1840
This day strong winds and squalls
under all sail. According to the
at 4 o'clock spoke the ship. According to
the chronometer 5 months and 10 days.
The vessel was with one hundred and
thirty three persons and 10 horses and
with 400 lbs. of powder, and 100 lbs. of
refrigerating the ship. Length by obs. 5 02.

Wednesday April 15th 1840
This day we were in a heavy rain
and squalls. According to the
at 4 o'clock spoke the ship. According to
the chronometer 5 months and 10 days.
The vessel was with one hundred and
thirty three persons and 10 horses and
with 400 lbs. of powder, and 100 lbs. of
refrigerating the ship. Length by obs. 5 02.

Thursday April 16th
This day we were in a heavy rain
and squalls. According to the
at 4 o'clock spoke the ship. According to
the chronometer 5 months and 10 days.
The vessel was with one hundred and
thirty three persons and 10 horses and
with 400 lbs. of powder, and 100 lbs. of
refrigerating the ship. Length by obs. 5 02.

Friday April 17th 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Saturday April 18th 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Sunday April 19th 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Monday April 20th 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Tuesday April 21st 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Wednesday April 22nd 1841

This day a gentle breeze from the N. E. made
all sail blowing very strong, and we
saw nothing but water until 10 o'clock
the sea was very smooth, and we
lunch by land 10 1/2 lbs. but by 12 o'clock

Wednesday April 23rd 1848
Spent day & night in the harbor from
10 A.M. under full sail heading by the
wind to the eastward, saw nothing worth
note, no wind, ship looking for anchor
at 3 P.M. by Chronometer 18° 11' N.
by compass, about 18° 10' N. by eye, 18° 33' N.

Thursday April 24th 1848
Spent day & night in the harbor from
10 A.M. under full sail heading by the
wind to the eastward, saw nothing
worth note, no wind, ship looking for anchor
at 3 P.M. by Chronometer 18° 11' N.
by compass, about 18° 10' N. by eye, 18° 33' N.

Friday April 25th
Spent day & night in the harbor from
10 A.M. under full sail heading by the
wind to the eastward, saw nothing
worth note, no wind, ship looking for anchor
at 3 P.M. by Chronometer 18° 11' N.
by compass, about 18° 10' N. by eye, 18° 33' N.

Saturday April 26th
Spent day & night in the harbor from
10 A.M. under full sail heading by the
wind to the eastward, saw nothing
worth note, no wind, ship looking for anchor
at 3 P.M. by Chronometer 18° 11' N.
by compass, about 18° 10' N. by eye, 18° 33' N.

Sunday April 27th 1848
Spent day & night in the harbor from
10 A.M. under full sail heading by the
wind to the eastward, saw nothing
worth note, no wind, ship looking for anchor
at 3 P.M. by Chronometer 18° 11' N.
by compass, about 18° 10' N. by eye, 18° 33' N.

Wednesday May 15th
 These 24 hours a gale in 20 fms
 11. The rain fell at 2 PM, & the
 appeared suddenly, the wind to the
 S.E. sea blackish, & ends this day
 by barometer 79.12.5. Lat. 31.15. N.

Thursday May 16th 1841
 All these 24 hours a strong breeze
 from S.W. & all sail & rigging
 at 10 AM. The wind to the N.E. &
 the W. at 2 PM. were this latter part
 showed S.E. sea blackish & blackish
 & ends this day. Lat. by alt. 31.07. N.
 Long. by alt. 79.16. W.

Friday May 16th 1841
 The fore part of this day a strong
 wind from S.W. by W. & strong
 waves, the ship still in the water. The
 first light rain came from the
 N.W. & the sea was a great deal
 of the sea was the 1st of rain. The
 morning, & by 1 PM. the sea was
 the blackish ship. & ends this day.
 by barometer 79.12.5. Lat. 31.12. N.

Saturday May 17th
 This day the barometer under the
 lee of the mountain. The sea was
 fine & the all hand on shore. Mid. &
 the latter part of the day, heavy rain, attended with
 thunder & lightning, & ends

7. 1871, 19th, 19th, 19th
 This day a ship of large dimensions
 to some extent, went around the
 Island, and was seen and reported
 miles up the coast. E. & C. reports
 it is injured to the ship, better part
 employed at the time, off shore as was

Wednesday, May 20th
 Begins with a strong breeze from
 N.W. at 10 M. beats the wind and
 goes to the N.W. by the wind, it runs
 down the Island, there it is by the
 & second, better part of the day and a
 very heavy rain, at 6 P.M. and a
 ship, it ends this day,

Thursday, May 21st
 Light airs from the N.W. under
 all sail heading the windward side of
 ship, it ends this about 4 P.M.

Friday, May 22nd
 The breeze, very strong, and a ship of large
 dimensions, heading S. at 3 P.M. between
 it went into the harbor, the ship, heading
 up the coast, and was seen and reported
 with it, it was very strong, and a
 ship, better part of the day and a
 from S. heading N.W. it ends
 at 3 P.M.

Saturday, May 23rd
 Begins with a strong breeze from
 N.W. heading S. at 3 P.M. between
 it went into the harbor, the ship, heading
 up the coast, and was seen and reported
 with it, it was very strong, and a
 ship, better part of the day and a
 from S. heading N.W. it ends
 at 3 P.M.

Wednesday June 20th 1878

The morning was very fine and clear
and the wind was light and variable
at 10 A.M. we went out to sea
and at 12 M. we were 10 miles
from the shore.

Thursday June 21st

Spent the morning in the
study and in the evening
I went out to sea. The
wind was light and variable
and the weather was fine.

Friday June 22nd

Spent the morning in the
study and in the evening
I went out to sea. The
wind was light and variable
and the weather was fine.

Saturday June 23rd

The morning was very fine and clear
and the wind was light and variable
at 10 A.M. we went out to sea
and at 12 M. we were 10 miles
from the shore.

Sunday June 24th

Spent the morning in the
study and in the evening
I went out to sea. The
wind was light and variable
and the weather was fine.

Lucy, June 2nd 1847

[Faint handwritten notes, possibly bleed-through from another page]

25. 2. 1900

I have been thinking of you very much lately
 and wondering how you are getting on. I hope
 you are well and happy. I am well at present
 but I am not very strong yet. I am
 still recovering from my illness. I am
 very glad to hear from you and
 hope you are all well. I am
 your affectionate friend,
 Mary

Thursday June 17th

The records of the
 year are now being
 written up, and the
 annual report will
 be ready in a few
 days. It will be
 sent to the
 committee on
 the 15th inst.

Thursday, June 5th 1861

said that he had a large number of
 copies of the book for sale, and that
 he would send them to me if I would
 send him a note to that effect.

1000, 10000, 100000

Monday June 7th
The success of the day, which had been
a most successful one for the
sailing ship, at 2 P.M. was a ship
sailing at 10 A.M. there was the ship
just from the ship, just from the ship
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.

Wednesday June 9th
The ship was at 10 A.M. the ship
was at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.

Thursday June 10th
The ship was at 10 A.M. the ship
was at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.

Friday June 11th
The ship was at 10 A.M. the ship
was at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.
at 10 A.M. the ship was at 10 A.M.

1/2 2

Wednesday June 15th

At 2 P.M. saw *Leptocarpus* *leptocarpus* near
Laney, by Chase, 4/248 7/100 100, 100, 100.

Monday, June 21st 1842

The 24 hours think you are in
your room. I will stay at night.
in the morning I will go to school.
I will see you later.

Yesterday June 16th 1840
These 2 young boys, who were
seen at 10 M, were seen
the same morning in the
2nd boat by the side of the
one in the 1st boat. The
other was in the 1st boat.
#De saw Mr. W. going to the
#work, near the 1st boat. The
John was on his boat, and
saw, by 10 M, that about 11:30

Wednesday June 17th 1840
This day fine weather, saw three or four
more but at 10 M, saw the ship. Berline
up the Bay. Saw Lucas. Master 3 months
but with 1200 lbs. of Mr. oil, employed
at getting so and that. The 1st boat
saw, about 11:30

Thursday June 18th 1840
This day fine weather, at 10 M saw
very few boats. Saw one
left with a man in it, employed at
getting so and that. The 1st boat
saw, about 11:30

Friday June 19th 1840
This day fine weather, sailing by the
wind to the S.E. Much of the
boat was seen. The 1st boat
saw, at 10 M, that about 11:30
the 1st boat was three miles
off a head so and saw. Saw 1:30
Saw 1:30

Tuesday June 24th 1810
Spent the day in the same place as
yesterday. At 1 P.M. saw a large ship with
sails up, coming on sea. The
wind to the westward at 10 P.M. took the
ship at 11 P.M. and was lost. employed at
steaming away oil. so much left by us 15
Lump. of Charcoal 30 lbs

Wednesday June 25th
Spent the day in the same place as
yesterday. At 1 P.M. saw a large ship with
sails up, coming on sea. The
wind to the westward at 10 P.M. took the
ship at 11 P.M. and was lost. employed at
steaming away oil. so much left by us 15
Lump. of Charcoal 30 lbs

Thursday June 26th
Spent the day in the same place as
yesterday. At 1 P.M. saw a large ship with
sails up, coming on sea. The
wind to the westward at 10 P.M. took the
ship at 11 P.M. and was lost. employed at
steaming away oil. so much left by us 15
Lump. of Charcoal 30 lbs

Friday June 27th
Spent the day in the same place as
yesterday. At 1 P.M. saw a large ship with
sails up, coming on sea. The
wind to the westward at 10 P.M. took the
ship at 11 P.M. and was lost. employed at
steaming away oil. so much left by us 15
Lump. of Charcoal 30 lbs

Saturday June 28th
Spent the day in the same place as
yesterday. At 1 P.M. saw a large ship with
sails up, coming on sea. The
wind to the westward at 10 P.M. took the
ship at 11 P.M. and was lost. employed at
steaming away oil. so much left by us 15
Lump. of Charcoal 30 lbs

Friday July 3rd 1840
The 2nd heavy & strong, sincere breeze
set in, blowing by the wind by
the ship's wake, with two masts in the
top. Sails, 2nd & 3rd masts, so much.
Long by Chronometer 40° 05' 30"
Lat. by alt. 02° 03' 30"

Saturday July 4th 1840
Commenced with a strong wind
from the N. by E. blowing S. with two
masts in the top. Sails, 2nd & 3rd masts, so much.
Lat. by alt. 02° 03' 30"
Long by Chronometer 40° 05' 30"
At 12 Midnight were back
at 6 A.M. the wind bore, E. S. E. 3 miles
at 10, away ship and sailed in N. W. wind
or all sail, with a fine breeze, saw a
Whaler, 2nd & 3rd masts, 10° 16' 00"
Long by Chronometer 19° 33' 00"

Sunday July 5th 1840
The wind is variable, but the breeze
is strong, blowing from the N. by E. to
the S. W. at 10 A.M. passed a small
carrack, 2nd & 3rd masts, 10° 16' 00"
Long by Chronometer 19° 36' 00"

Monday July 6th 1840
The wind is strong, blowing from the N. by E. to
the S. W. at 10 A.M. passed a small
carrack, 2nd & 3rd masts, 10° 16' 00"
Long by Chronometer 19° 36' 00"

Monday July 27th 1846
The morning after the heavy rain
the wind shifted to the west
and the rain continued until
the afternoon when it was
overcast and the wind
from the west at 156 ft.

Monday July 28th
The morning after the heavy rain
the wind shifted to the west
and the rain continued until
the afternoon when it was
overcast and the wind
from the west at 156 ft.

Monday July 28th 1846
The morning after the heavy rain
the wind shifted to the west
and the rain continued until
the afternoon when it was
overcast and the wind
from the west at 156 ft.

Monday July 28th 1846
The morning after the heavy rain
the wind shifted to the west
and the rain continued until
the afternoon when it was
overcast and the wind
from the west at 156 ft.

11 Thursday Feb 20th 1840
The day at Nash Mills, N.H.
The wind was from the N.
with the first snow in the morning
at 8 o'clock. The snow was
long. The temperature at 10 o'clock
was 10 degrees below zero.

Friday Feb 21st 1840
The day at Nash Mills, N.H.
The wind was from the N.
with the first snow in the morning
at 8 o'clock. The snow was
long. The temperature at 10 o'clock
was 10 degrees below zero.

Saturday Feb 22nd 1840
The day at Nash Mills, N.H.
The wind was from the N.
with the first snow in the morning
at 8 o'clock. The snow was
long. The temperature at 10 o'clock
was 10 degrees below zero.

Sunday Feb 23rd 1840
The day at Nash Mills, N.H.
The wind was from the N.
with the first snow in the morning
at 8 o'clock. The snow was
long. The temperature at 10 o'clock
was 10 degrees below zero.

Albany May 27 1860
Dear Mr. Long - I have been thinking
of you since I saw your letter of the 1st inst.
and am glad to hear that you are well.
I hope you will continue to be so.
Yours truly,
Wm. H. Burleigh

This is the first of a series of
 letters to be published in the
 Boston Herald. You are there
 at 12. The paper is sent to you
 daily. I subscribe at \$1.00 per
 year.

[illegible]

I enclose by express the
 amount of the bill for the
 first of the month. I enclose the
 same for the first of the month.
 I enclose the same for the first of the month.
 I enclose the same for the first of the month.

London August 7th 1840
This day being a public holiday by
the act of 1799 the S. C. at 10 o'clock
the ware ship was sent to the
to E. of London by the post
by a small boat by 10 o'clock
at 11 o'clock.

Letters by the post at 4 o'clock
The ship was sent to the
at 10 o'clock by the post
by a small boat by 10 o'clock
at 11 o'clock.

Letters by the post at 4 o'clock
The ship was sent to the
at 10 o'clock by the post
by a small boat by 10 o'clock
at 11 o'clock.

Letters by the post at 4 o'clock
The ship was sent to the
at 10 o'clock by the post
by a small boat by 10 o'clock
at 11 o'clock.

Monday, June 17th 1848
Spirits, with the light breeze from
S.W. & evening 5 P.M. the sun set
at 6 P.M. I had a good night's sleep
at 11 P.M. went to bed. A short shower
fell at 1 P.M. & continued until 3 P.M. with
a strong wind from the S.W. & heavy
clouds - continued till 4 P.M.

Left by railroad at 7:20

Monday, June 18th 1848
This day a strong breeze from S.W.
and a light rain in the morning. The
sun set at 5 P.M. and a short shower
fell at 1 P.M. & continued until 3 P.M. with
a strong wind from the S.W. & heavy
clouds - continued till 4 P.M.

Monday, June 19th 1848
The spirits of the day were very
good. A strong breeze from the
S.W. & a light rain in the morning.
The sun set at 5 P.M. and a short
shower fell at 1 P.M. & continued
until 3 P.M. with a strong wind
from the S.W. & heavy clouds -
continued till 4 P.M.

Monday, June 20th 1848
These 24 hours a very fine day
and a strong breeze from the S.W.
and a light rain in the morning.
The sun set at 5 P.M. and a short
shower fell at 1 P.M. & continued
until 3 P.M. with a strong wind
from the S.W. & heavy clouds -
continued till 4 P.M.

Wednesday August 23rd To Hilo
This day fine weather, reaching the
the ship by the water at 5 o'clock
a ship, we were leaving at 6 o'clock
left by the 12 o'clock

Thursday August 24th
Ship left Hilo at 10 o'clock, all the
the day passed in the ship, we were
at Hilo, we were leaving at 10 o'clock
the ship left Hilo at 10 o'clock
left by the 12 o'clock

Friday August 25th
This day fine weather, reaching the
the ship by the water at 5 o'clock
a ship, we were leaving at 6 o'clock
left by the 12 o'clock

Saturday August 26th
This day fine weather, reaching the
the ship by the water at 5 o'clock
a ship, we were leaving at 6 o'clock
left by the 12 o'clock

Sunday August 27th
This day fine weather, reaching the
the ship by the water at 5 o'clock
a ship, we were leaving at 6 o'clock
left by the 12 o'clock

Monday Sept 1st 1862
The ship being at anchor, the crew
were engaged in the guano to the
at 5 the ship left the harbor
the birds were large, but
but did not get out of the water
the birds were without 2000
birds without 4000

Tuesday Sept 2nd 1862
The ship being at anchor, the crew
were engaged in the guano to the
at 5 the ship left the harbor
the birds were large, but
but did not get out of the water
the birds were without 2000
birds without 4000

Wednesday Sept 3rd 1862
The ship being at anchor, the crew
were engaged in the guano to the
at 5 the ship left the harbor
the birds were large, but
but did not get out of the water
the birds were without 2000
birds without 4000

Thursday Sept 4th 1862
The ship being at anchor, the crew
were engaged in the guano to the
at 5 the ship left the harbor
the birds were large, but
but did not get out of the water
the birds were without 2000
birds without 4000

Thru the thickets
 began to get a little more open, and
 some light sandy soil, with, I suppose
 by the side of the h. w. water past a
 dam, so a plenty of small fish, as huck
 & dace, etc., etc.; Lat by - N. 50 W.

Thursday Sept 26th
 Rainy. Light breeze and some rain.
 Left the river the 21st at 1 P.M.
 arrived at Pinaricillo Schooner harbor
 at 10 o'clock. so was light by 10.25
 Land by Chris 1920, 25

Sunday Sept. 27th 1841
Begins with a gentle breeze from
the north, the wind the other side
at P.M. fresh. Light. Middle part heavy
rain at times with the breeze & squalls.
At 6 A.M. Dore's ship, the "Hawthorn",
sailed with goods and passengers, the
weather light and calm. Sailing light
with all sail. Windy, light & calm.
At 10 A.M. the "Hawthorn" arrived.

Monday Sept 28th 1846
We were met by a light wind
and clear, looking for the
all sail into the sea. The
latter part a strong wind from the
northward. I saw nothing except some
seals. Long. 79.30 W.
Lat. by obs. 2.05 N.

Sept. 7. 1882. 2.03.14

Left the rocks 2.35 -

Sept 20/91

جنا 25' 1/2

Saturday Oct 3rd 1840

Spies 24 degrees a gentle breeze from
S.W. and some light squalls of rain
beginning by the wind to the S.W. and
settling, at 2 P.M. were ship at 3
P.M. sent a large party of men, with
the gun the ship's battery, and
out it in, saw two ship, one of them
sailed, long about 60-30 lat 30-15

Sunday Oct 4th 1840

Spies 24 degrees a gentle breeze from
S.W. and clear, squalls by the
wind, the ship at 4 P.M. passed her
bearing put 6, the were ship, saw
one ship, with a gentle breeze
long, by estimation 80-25 lat by 30-26

Monday Oct 5th 1840

This day a fresh gale from S.W. and squalls
beginning by the wind to the S.W. with the
ships in the top, at 5 P.M. were a large
ship, at 5 miles the wind rose, heading to the
N.W. to take to sea, at 10 P.M. were ship
at 7 P.M. were ship, saw one ship, saw one
ship, by estimation 80-30 lat by 30-25

Tuesday Oct 6th 1840

Spies 24 degrees a gentle breeze from
S.W. and clear, squalls by the wind to the
S.W. with the ships in the top, at 4 P.M. were
a gentle breeze from S.W. the wind rose
and the ship, saw one ship, saw one ship
saw one ship, by estimation 80-25 lat by 30-25

Sunday Oct 11th 1846.
 This day fine weather with a light air
 at 3 P.M. saw a ship of 1000 tons
 at 10 P.M. saw a large flock of 25
 wind rose, at 12 noon, landed for them
 at 4 P.M. finished loading and
 landed by Chromometer 40° 30' N
 Lat. by alt. 30° 7' N

Monday Oct 12th 1846
 This day fine weather with a light air
 at 10 P.M. saw a ship of 1000 tons
 at 12 P.M. saw a large flock of 25
 wind rose, at 12 noon, landed for them
 at 4 P.M. finished loading and
 landed by Chromometer 40° 30' N
 Lat. by alt. 30° 7' N

Tuesday Oct 13th 1846
 This day a light air with a light air
 at 10 P.M. saw a ship of 1000 tons
 at 12 P.M. saw a large flock of 25
 wind rose, at 12 noon, landed for them
 at 4 P.M. finished loading and
 landed by Chromometer 40° 30' N
 Lat. by alt. 30° 7' N

Wednesday Oct 14th
 This day a light air with a light air
 at 10 P.M. saw a ship of 1000 tons
 at 12 P.M. saw a large flock of 25
 wind rose, at 12 noon, landed for them
 at 4 P.M. finished loading and
 landed by Chromometer 40° 30' N
 Lat. by alt. 30° 7' N
 23 months out with 1000 lbs of oil

Monday Oct 14th 146
Commenced with fine weather, at
2 P.M. finished sailing the square
mentioned in Middle part of entry
again, at 11 A.M. fine weather. weather
sailing, saw one ship, so ends.
Long. 79° 20' Lat. by alt 3° 25'

Tuesday Oct 15th 146
beginning with fine weather, continued
by the wind till the evening at 2 P.M. began
to blow, at 5 P.M. spoke the ship, but did
not get into it. Middle part of entry
continued at 11 A.M. were ship
at 11 A.M. saw a large flock of birds
off the weather spoke again, the same was
at 12 hours, saw them, so ends
Long. about 79° 00' Lat. about 3° 15'

Wednesday Oct 16th 146
This day the weather began to
change, and especially weather the weather, in the
up the Middle part of entry, at
the ship, saw a large one, 10
miles to windward of the ship, at 5 P.M.
cut the line with the rope on side
of ship, at 6 P.M. at the points reached
by the wind to the ship, at 6 P.M. saw ship
so ends, Long. by alt, 79° 00' Lat. 2° 45'

Thursday Oct 17th 146
This day the weather was, and in the
Middle part of entry, weather, by the wind
to the ship, at 11 A.M. were ship, at 6 P.M. were
back, at 10 P.M. saw a large flock of birds
off the weather, the ship, at 12 hours, they
were 4 miles to windward of the ship, so ends
Long. about 79° 00' Lat. by alt 3° 02'

Monday, Oct. 20th

This day strong winds from the north
blew at 4 P.M. from a large steady ship
to the westward, at 11 P.M. and ship
at 4 P.M. reached the boats. As at
at 9 P.M. the ship, being under
the way at 11 P.M. the ship, being
with 1600 lbs. of stores at about 3 P.M.

Tuesday, Oct. 21st

Beginning with a heavy breeze from the
north at 1 P.M. the ship set out, the day is
mild and clear. At 11 P.M. began to hail, which
had some rain at 1 P.M. the wind, latter
part calm, at 4 P.M. saw the ship, extended up
the river, in the distance, and at 5 P.M. the
more of the ship, at 1 P.M. the ship, the
boats, saw the ship, at 1 P.M. the ship, the
boat, by 3 P.M. the ship, at 1 P.M. the ship,

Wednesday, Oct. 22nd

Very heavy rain, and strong wind from the
north, and clear weather. The
ship to the west of the ship, at 2 P.M. saw the
ship, at 1 P.M. the ship, at 1 P.M. the ship,
the ship, at 1 P.M. the ship, at 1 P.M. the ship,
the ship, at 1 P.M. the ship, at 1 P.M. the ship,
the ship, at 1 P.M. the ship, at 1 P.M. the ship,

Thursday, Oct. 23rd

This day a light breeze from the north
some small clouds, by the wind
to the ship, at 4 P.M. the ship, at 4 P.M. the ship,
the ship, at 4 P.M. the ship, at 4 P.M. the ship,
the ship, at 4 P.M. the ship, at 4 P.M. the ship,
the ship, at 4 P.M. the ship, at 4 P.M. the ship,
the ship, at 4 P.M. the ship, at 4 P.M. the ship,

Monday Oct 27th 1840
This day a light breeze from the N. by E. at 10 AM. the land breeze S.E. light, at sundown the breeze from the N. by E. at 4 PM. was a fair moderate fresh breeze, at 5 PM. was back, as was land, by Chronometer 79° 15' N.
Lat. by obs. 22° 11'

Tuesday Oct 28th 1840
This day a light breeze from the N. by E. at 6 AM. the land breeze S.E. light, at 10 AM. was a fair moderate fresh breeze, at 11 AM. was back, as was land, by Chronometer 79° 15' N.
Lat. by obs. 22° 11'

Wednesday Oct 29th 1840
This day a light breeze from the N. by E. at 6 AM. the land breeze S.E. light, at 10 AM. was a fair moderate fresh breeze, at 11 AM. was back, as was land, by Chronometer 79° 15' N.
Lat. by obs. 22° 11'

Thursday Oct 30th 1840
This day a light breeze from the N. by E. at 6 AM. the land breeze S.E. light, at 10 AM. was a fair moderate fresh breeze, at 11 AM. was back, as was land, by Chronometer 79° 15' N.
Lat. by obs. 22° 11'

Thursday October 2nd 1848
This day a fine breeze from the
S.W. blowing by the wind the ship at
sundown being 10 miles from the
ist. at 10 P.M. the ship at 3 P.M.
the water, at 12 M. the ship at 3 P.M.
and at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.

Friday November 1st 1848
This day a fine breeze from the
S.W. blowing by the wind the ship at
sundown being 10 miles from the
ist. at 10 P.M. the ship at 3 P.M.
the water, at 12 M. the ship at 3 P.M.
and at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.

Saturday 2nd 1848
This day a fine breeze from the
S.W. blowing by the wind the ship at
sundown being 10 miles from the
ist. at 10 P.M. the ship at 3 P.M.
the water, at 12 M. the ship at 3 P.M.
and at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.

Sunday 3rd 1848
This day fine weather and a breeze at
sundown being 10 miles from the
ist. at 10 P.M. the ship at 3 P.M.
the water, at 12 M. the ship at 3 P.M.
and at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.

Monday 4th 1848
This day fine weather and a breeze at
sundown being 10 miles from the
ist. at 10 P.M. the ship at 3 P.M.
the water, at 12 M. the ship at 3 P.M.
and at 12 M. the ship at 3 P.M.
at 12 M. the ship at 3 P.M.

Wednesday November 5th 1846
This day clear but a heavy squall
on the bar. squall water and liberty
others accompanied at boat time
up front, so does - - - - -

Thursday Nov 6th 1846
This day kind weather all day
employed at hauling - only have
discharged, all have the same as in

Friday Nov 7th 1846
These 24 hours we have been from
S.W. at 4 P.M. took the anchor and
to the W. by the wind with 6 men up
board in Co. with the ship. Midway of
New Bedford, Co. Clark, before we
passed up his will night at 9 o'clock.
The Capt. came on board at 7 P.M.
Shelby sent back in the night one
up. sent a back on. Brown, Green, 134
Giles, latter part of the night.
Let. by 12 o'clock

Saturday Nov 8th 1846
This day a fine pleasant breeze
from S.W. at 3 o'clock. with all
sail saw nothing but the sea.
Long. by Chronometer 81° 20' W.
Lat. by 24° 30' N.

Sunday Nov 9th 1846
Breeze with a fine breeze from S.W.
at 3 o'clock. saw nothing but the sea.
Long. by Chronometer 81° 20' W.
Lat. by 24° 30' N.

Tuesday November 10th 1846

Begins with a fine breeze from N. at 10 AM. Took 2 Whales, the other ship out & finished cutting, butler for the day. At sundown Melfer here being a # fish of Laccos, at 4 PM. commenced boiling the mels.

Wednesday Nov. 11th 1846

This day fine weather with a gentle breeze from N. by 10 AM. ready by the wind to the S. at sundown Melfer here with 2 fish of Laccos at 2 PM. used ship out 3 finished boiling, saw Finches so far.

Left by ship 3 41 PM.

Thursday Nov. 12th 1846

Left 2 PM. with a breeze from N. at 3 PM. finished out, butler to get it in. Melfer here with 2 fish of Laccos at 4 PM. used ship out 5 finished boiling, saw Finches so far. Left by ship 3 41 PM.

Friday Nov. 13th 1846

This day fine weather with a strong breeze from N. by 10 AM. clear weather, at 10 AM. with all sail; at sundown sailing by the wind to the S. at sundown sail, butler for the day, at 4 PM. used ship out 5 finished boiling, saw Finches so far. Left by ship 3 41 PM.

Left by ship 3 41 PM.

Saturday September 14th 1840
 Breeze with a strong breeze from S.W.
 and a strong E. & S. breeze
 sail. but a gentle breeze from S.W. by
 S. as wind S.W. by S. at 3rd 10th

Sunday September 15th 1840
 This day a strong wind from S.W.
 and a strong E. & S. breeze from S.W.
 sail. but a gentle breeze from S.W. by
 S. as wind S.W. by S. at 3rd 10th

Monday September 16th 1840
 These 25th and 26th of September were
 the most successful days of the
 month, the time yet a strong breeze
 and a gentle breeze from S.W. by
 S. as wind S.W. by S. at 3rd 10th

Tuesday September 17th 1840
 This day a strong breeze from S.W.
 and a strong E. & S. breeze from S.W.
 sail. but a gentle breeze from S.W. by
 S. as wind S.W. by S. at 3rd 10th

Wednesday December 11th 1848

Spent the morning with the party, began to
unpack the baggage, which by the time we
left at 10 AM, was all done. A party of 4
men, 2 of whom were the ship's
crew, were employed in cutting up the
logs, which were taken down the bank
by the water.

Friday December 13th 1848
This day a fine breeze from the N.W.
blew the ship out of the harbor cutting
the ice. The party went to the
shore to take some other logs first
before going to the bank. The logs were
all taken down by the water.

Saturday December 14th 1848
Spent the morning with the party, some of the
logs were taken down by the water, the
rest were taken down by the bank. The
party went to the shore to take some
other logs first before going to the bank.
The logs were all taken down by the water.
Left by the water.

Sunday December 15th 1848

Spent the morning with the party, some of the
logs were taken down by the water, the
rest were taken down by the bank. The
party went to the shore to take some
other logs first before going to the bank.
The logs were all taken down by the water.
Left by the water.

Monday June 10th 1846
This day light landed from 11th 2nd
by land ship, containing the goods to
the extent of 1/2 the cargo. The cargo
consists of 100 bags of sugar, 100 bags of
coffee, all landed in perfect order. It is
oil as well as the 100 bags of sugar.

Tuesday June 11th 1846
This day light landed from 11th 2nd
by land ship, containing the goods to
the extent of 1/2 the cargo. The cargo
consists of 100 bags of sugar, 100 bags of
coffee, all landed in perfect order. It is
oil as well as the 100 bags of sugar.

Wednesday June 12th 1846
This day light landed from 11th 2nd
by land ship, containing the goods to
the extent of 1/2 the cargo. The cargo
consists of 100 bags of sugar, 100 bags of
coffee, all landed in perfect order. It is
oil as well as the 100 bags of sugar.

Thursday June 13th 1846
This day light landed from 11th 2nd
by land ship, containing the goods to
the extent of 1/2 the cargo. The cargo
consists of 100 bags of sugar, 100 bags of
coffee, all landed in perfect order. It is
oil as well as the 100 bags of sugar.

Sunday December 28th
Spent the day in getting the
ready for the ship. The
at 2 P.M. went to the ship
and the ship left at 12 P.M.
The ship left at 12 P.M.

Monday December 29th
This day the weather was
the ship left at 10 P.M.
The ship left at 10 P.M.
The ship left at 10 P.M.

Tuesday December 30th
The ship left at 10 P.M.
The ship left at 10 P.M.
The ship left at 10 P.M.

Wednesday January 1st
The ship left at 10 P.M.
The ship left at 10 P.M.
The ship left at 10 P.M.

Thursday January 2nd
The ship left at 10 P.M.
The ship left at 10 P.M.
The ship left at 10 P.M.

Wednesday, January 23rd 1884
A fine day with a light breeze from the
west. The sun was out for most of the
day. The temperature was 45.50
at 10:00 AM. The barometer was 30.00

Thursday, January 24th 1884
A fine day with a light breeze from the
west. The sun was out for most of the
day. The temperature was 47.50
at 10:00 AM. The barometer was 30.00

Friday, January 25th 1884
A fine day with a light breeze from the
west. The sun was out for most of the
day. The temperature was 48.50
at 10:00 AM. The barometer was 30.00

Saturday, January 26th 1884
A fine day with a light breeze from the
west. The sun was out for most of the
day. The temperature was 49.50
at 10:00 AM. The barometer was 30.00

Sunday, January 27th 1884
A fine day with a light breeze from the
west. The sun was out for most of the
day. The temperature was 50.50
at 10:00 AM. The barometer was 30.00

Monday - The day, Feb 4th -
Spent the day in the house
life is very interesting by the way
the air was very cold
note, the north, wind, it is not
inside, the wind, the house
2nd. The day, Feb 4th -
that by the 4th

Tuesday, Feb 5th - 22
This day is a great day
man, 1st, the day, the day
the day, the day, the day
the day, the day, the day
the day, the day, the day

Wednesday, Feb 6th - 23
This day is a great day
the day, the day, the day
the day, the day, the day
the day, the day, the day

Thursday, Feb 7th - 24
The day is a great day
the day, the day, the day
the day, the day, the day
the day, the day, the day
the day, the day, the day

Friday, Feb 8th - 25
The day is a great day
the day, the day, the day
the day, the day, the day
the day, the day, the day
the day, the day, the day

Friday, January 5th 1844
A fine day, with a gentle breeze
from the south. At 3 P.M. I went
to the water side, where I had
a boat, and went out in the
boat, and sailed at 4 P.M. to the
water side. At 5 P.M. I
sailed at 5 P.M. 1844

Saturday, January 6th 1844
Commenced with a gentle breeze
from the south. At 10 A.M. I
went to the water side, where I
had a boat, and went out in the
boat, and sailed at 11 A.M. to the
water side. At 12 P.M. I
sailed at 12 P.M. 1844

Sunday, January 7th 1844
A fine day, with a gentle breeze
from the south. At 10 A.M. I
went to the water side, where I
had a boat, and went out in the
boat, and sailed at 11 A.M. to the
water side. At 12 P.M. I
sailed at 12 P.M. 1844

Monday, January 8th 1844
A fine day, with a gentle breeze
from the south. At 10 A.M. I
went to the water side, where I
had a boat, and went out in the
boat, and sailed at 11 A.M. to the
water side. At 12 P.M. I
sailed at 12 P.M. 1844

Tuesday, January 9th 1844
A fine day, with a gentle breeze
from the south. At 10 A.M. I
went to the water side, where I
had a boat, and went out in the
boat, and sailed at 11 A.M. to the
water side. At 12 P.M. I
sailed at 12 P.M. 1844

Thursday June 14th
A very hot day with a strong
wind from the south. The sun
was very bright and the
temperature was high.

Friday June 15th
This day was very hot and
the sun was very bright. The
wind was from the south and
the temperature was high.

Saturday June 16th
This day was very hot and
the sun was very bright. The
wind was from the south and
the temperature was high.

Sunday June 17th
This day was very hot and
the sun was very bright. The
wind was from the south and
the temperature was high.

Monday June 18th
This day was very hot and
the sun was very bright. The
wind was from the south and
the temperature was high.

Tuesday June 19th

1 Sunday Feb 24
Begins a light rain
the middle of the day
the rain is the heaviest
with a squall, so much so
that the rain is the heaviest

1 Monday Feb 25
There is a heavy rain
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest

1 Tuesday Feb 26
The rain is the heaviest
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest

1 Wednesday Feb 27
The rain is the heaviest
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest
the rain is the heaviest

Tuesday 1st Dec
Bergins left at 10 AM
for my duty. The weather
was very cold. The ship
was in the middle of a strong
fog. The ship was in the
middle of a strong fog.

Wednesday 2nd Dec
This day a strong fog
prevailing by the night. The
ship was in the middle of a
strong fog. The ship was in
the middle of a strong fog.

Thursday 3rd Dec
This day a strong fog
prevailing by the night. The
ship was in the middle of a
strong fog. The ship was in
the middle of a strong fog.

Friday 4th Dec
This day a strong fog
prevailing by the night. The
ship was in the middle of a
strong fog. The ship was in
the middle of a strong fog.

Saturday 5th Dec
This day a strong fog
prevailing by the night. The
ship was in the middle of a
strong fog. The ship was in
the middle of a strong fog.

Monday, March 25th 1841
Spent the day in the house from
10 o'clock to 4 o'clock. The
day was very bright and warm,
and the wind was very still.
Left by the 3 1/2 P.M.

Tuesday, March 26th 1841
Spent the day in the house from
10 o'clock to 4 o'clock. The
day was very bright and warm,
and the wind was very still.
Left by the 3 1/2 P.M.

Wednesday, March 27th 1841
Spent the day in the house from
10 o'clock to 4 o'clock. The
day was very bright and warm,
and the wind was very still.
Left by the 3 1/2 P.M.

Thursday, March 28th 1841
Spent the day in the house from
10 o'clock to 4 o'clock. The
day was very bright and warm,
and the wind was very still.
Left by the 3 1/2 P.M.

My dear Henry
I have been thinking much lately
of the old days at home -
and how they seem so far away now.
I hope you are well and happy.

My dear friend,
I have been thinking much lately
of the old days, and how they
have passed away like a dream.
I hope you are well and happy.

[illegible]

Place I
 the first
 of the
 part
 empty
 and

[Faint handwritten notes, possibly "The end of the world"]

Wednesday April 10
This day I left for the
large house I was to live in
the town of St. Michael's. It
is a very nice one and
much better than the one I was
at before. I was very
pleased to see the house.
I had to leave at 10 o'clock.

Thursday April 11
This day I went to the
office of the house. I was
at the office from 10 o'clock
to 12 o'clock. I was very
pleased to see the house.
I had to leave at 10 o'clock.

Friday April 12
This day I went to the
office of the house. I was
at the office from 10 o'clock
to 12 o'clock. I was very
pleased to see the house.
I had to leave at 10 o'clock.

Saturday April 13
This day I went to the
office of the house. I was
at the office from 10 o'clock
to 12 o'clock. I was very
pleased to see the house.
I had to leave at 10 o'clock.

Sunday May 14

Monday April 14th 1861
A fine day with a light breeze
from the north. The water is
very calm and the sky is clear
and blue. The sun is shining
brightly and the air is warm.
The water is very calm and the
sky is clear and blue.

Tuesday April 15th 1861
A fine day with a light breeze
from the north. The water is
very calm and the sky is clear
and blue. The sun is shining
brightly and the air is warm.
The water is very calm and the
sky is clear and blue.

Wednesday April 16th 1861
The fore part of this day is
of general heavy foggy & the day
being very thick. The sun is
not visible until 6 P.M.
The day is very foggy and the
sky is very dark. The water is
very calm and the air is warm.

Thursday April 17th 1861
A fine day with a light breeze
from the north. The water is
very calm and the sky is clear
and blue. The sun is shining
brightly and the air is warm.
The water is very calm and the
sky is clear and blue.

[illegible]

Received Apr 25

Unidos 14.35.30

The first sheet of this log is back
hatched making it difficult to read
at the middle. The first is
standing gate across it across
the middle. The second is
back by the 30.5.5.5

to transfer the

[illegible]

Leander 1473 1/2

This day a fine clear day, the
sun shining brightly.

The first of the
 Baggage sent in was
 sent to the storehouse and the
 rest of the baggage was
 taken to the storehouse
 and the baggage was
 taken to the storehouse
 and the baggage was
 taken to the storehouse

Monday May 7th

The first of the baggage was
 taken to the storehouse and the
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 taken to the storehouse
 and the baggage was
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The first of the baggage was
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The first of the baggage was
 taken to the storehouse and the
 rest of the baggage was
 taken to the storehouse
 and the baggage was
 taken to the storehouse

Miss Abby C. Barker

Abby C. Barker

Thursday May 13th 1841
 All day in calm breeze from
 N.E. the barometer at 10 AM was
 30.1. The water was calm and the
 sky was all clear. At 1 PM
 long by chronometer to 54' 24".

Friday May 14th 1841
 The day was calm and the barometer
 at 10 AM was 30.1. The water was
 calm and the sky was all clear.
 The long by chronometer to 55' 59".

Saturday May 15th 1841
 This day gentle breeze from N.E. by
 6 AM. The barometer by the wind to the
 N.E. at 4 PM. The barometer at 1 PM the
 windward heading N. by DR 56' 29".
 Long by Chron. to 54' 30".

Sunday May 16th 1841
 This day a light breeze from N.E. by
 6 AM. The barometer by the wind
 to the N.E. at 4 PM. The barometer at 1 PM
 long by chronometer to 55'.

Monday May 17th 1841
 The day was calm and the barometer
 at 10 AM was 30.1. The water was
 calm and the sky was all clear.
 The long by chronometer to 55' 59".

Saturday May 29th 1841
Commences with a shower & shower from
from 1st and squally showers till
under Double reef top of Middle &
better part & gentle breeze from S. by
E. under all sail. saw Finke sh.
so ends this day Lat. by obs. 2. 45. 39 N.

Sunday May 30th 1841
All this day the shower breeze from E. S. E.
& thick weather, steering N. by E. with all sail
saw Finke sh. so ends Lat. by obs. 2. 43. 10 N.
Long. by estimation 4th 10 West.

Monday May 31st 1841
Begins with a strong breeze from E. S. E.
& thick weather, steering N. by E. with all sail
Middle part a fresh gale running with a
Double reef top of S. & fresh breeze, but
fast more moderate, under Double reef.
S. S. breeze fresh, Lat. by obs. 40. 40 N.
Lat. by Chronometer 49. 0 by W.

Tuesday June 1st 1841
Begins with a strong breeze from E. S. E.
clear, steering N. by E. with all sail, Middle
part a fresh breeze from E. S. E. under
better part a fresh breeze from E. S. E.
Long. about 45. 20 W. Lat. by obs. 38. 5 N.

Wednesday June 2nd 1841
Begins with a strong breeze from E. S. E.
the day, steering N. by E. with all sail, Middle
part a fresh breeze from E. S. E. under
saw Finke sh. under all sail, the weather
in various ways at which, but saw
Lat. by Chronometer 45. 15 N.
Lat. by obs. 35. 35 N.

Thurs. June 3rd 1861

Monday. There was a gentle breeze
and clear; steering N.W. with all sail
set. Timbered, the water calm, clear at noon.
The sticks, as was, lost by abt 23 1/4.

Long, 16 1/2, 25, 1 1/2

Friday June 15th

This day a strong breeze from N.E. & S.
some heavy light squalls & rain. Steamed
N.Y.C. with all sail, made no windward
to sails, and other jobs by ship's crew.
Landed at Greenock at 10 A.M. 23rd 1879.

Lat. 4. 19. 35. 58"

Saturday June 5th 1841

[illegible]

Aug 9. 1881, August 8 "1881

These 20 acres be heavily galled from
C. & C. and no more, having no more
on all the rest. M. & C. have no more.
Left by us, 24 55-6

Monday Sept 7th

The fore part of heavy gale from
S.E. by E. and rain falling to 10.00
a clear sky till 11.00 and then
falling to the S.E. with part light
wind and clear sky with rain
and nothing more.

Lat. by obs. 28° 15' N

Thursday June 26th
Spoke a number of guns. The weather was
clear & clear weather was, by the light of
the sun saw some birds, but not much
showed any land. Lat. by obs. 22° 01' N.

Friday June 27th
Spoke a number of guns. The weather was
clear & clear weather was, by the light of
the sun saw some birds, but not much
showed any land. Lat. by obs. 21° 11' N.

Saturday June 28th
Spoke a number of guns. The weather was
clear & clear weather was, by the light of
the sun saw some birds, but not much
showed any land. Lat. by obs. 20° 26' N.

Sunday June 29th
Spoke a number of guns. The weather was
clear & clear weather was, by the light of
the sun saw some birds, but not much
showed any land. Lat. by obs. 20° 44' N.

Monday June 1st 1841
Commenced with a light breeze
a latter part a gentle breeze from
the S.W. & backing by the wind to
the S.W. at 7 am. Hoisted ship
and sail. Lat. by obs. 20° 16' N.

Tuesday June 2nd
Had 24 hours a gentle breeze from
the S.E. backing by the S. by the
the S.W. at 7 P.M. lowered a sheet and
hoisted the back. The breeze came
from the S.W. and the breeze came
at 10 o'clock up the back. Lat. by obs. 20° 20' N.

Wednesday June 3rd
This day a light breeze from
the S.E. backing by the wind to the
the S.W. at 7 P.M. lowered a sheet and
hoisted the back. The breeze came
from the S.W. and the breeze came
at 10 o'clock up the back. Lat. by obs. 20° 20' N.

Thursday June 4th
Commenced with a light breeze from
the S.E. backing by the wind to the
the S.W. at 7 P.M. lowered a sheet and
hoisted the back. The breeze came
from the S.W. and the breeze came
at 10 o'clock up the back. Lat. by obs. 20° 20' N.

Monday the 4th of July
This day a strong wind from S.E.
and S.W. with all sail set. This day
Lat. by Chron. 33° 24' N. Long. by Chron. 15° 19' W.

Tuesday July 5th
This day a strong wind from S.E.
and S.W. with all sail set. This day
Lat. by Chronometer 33° 40' N. Long. by Chron. 12° 17' W.

Wednesday July 6th
This day a strong wind from S.E.
and S.W. with all sail set. This day
Lat. by Chron. 34° 08' N.
Long. by Chron. 9° 36' W.

Thursday July 7th
This day a strong wind from S.E.
and S.W. with all sail set. This day
Lat. by Chron. 34° 50' N.
Long. by Chron. 6° 50' W.

Friday July 8th
This day a strong wind from S.E.
and S.W. with all sail set. This day
Lat. by Chron. 35° 00' N.
Long. by Chron. 4° 00' W.

Saturday July 18th

Leaving July 11th

Monday July 12th 1861

Wednesday June

I did not leave the ship until 10:00
 A.M. and did not see anything
 but saw nothing west of the
 line, about 41° 15' N.
 Lat. by obs. 6° 46' N.

Thursday July 15th

Clear & bright light in morning
and evening, but during day
with clouds, saw nothing remarkable
Longitude by Chronometer 41° 14' 48" 57" W.

Friday July 16th

This day a gentle breeze from the N.W.
and during the day with all sail saw nothing
remarkable, saw birds, but by day 4° 47' 14"
Longitude by Chronometer 41° 14' 48" 57" W.

Saturday July 17th

This day a light air from the N.W.
and during the day saw nothing, during
the night (to the 18th) saw nothing remarkable
Longitude by Chronometer 41° 59' 47"

Sunday July 18th

Commenced with a light breeze from the N.W.
and clear, during the day saw nothing
the middle part of the day saw nothing
during the day, but during the night
saw nothing remarkable, saw birds, but by day 4° 36' 24"
Longitude by Chronometer 42° 10' 57" W.

Monday July 19th

Clear & bright light in morning
and evening, but during day with all sail saw
nothing remarkable, saw birds, but by day 4° 28' 11"
Longitude by Chronometer 44° 28' 11" W.

Tuesday July 20th

This day a strong breeze from the N.W.
and clear, during the day with all sail saw
nothing remarkable, saw birds, but by day 13° 23' 00"
Longitude by Chronometer 46° 44' 13" W.

Monday July 21st 1841
Begins with a strong breeze
from S.W. to clear. Steering S.W.
with all sail, employed at
painting ship. 20 miles
from Cape Horn from S.E. by E.
Lat. by obs. 15° 30' N.

Tuesday July 22nd
There is a strong breeze from
S.W. to S.E. by E. wind squally, sail
employed at painting ship. Steering
S.W. with all sail.
Long. 49° 17' W. Lat. by obs. 17° 21' N.

Wednesday 23rd
This day a strong breeze from
S.E. by E. squally, steering S.W.
with all sail, at 6 P.M. saw a spr.
Whale. However the boats did not see
anything more, Long. by obs. 49° 55' W.
Lat. by obs. 19° 38' N.

Thursday July 24th
This day a gentle breeze from
S.W. with some light squalls of rain.
steering S.W. with all sail, employed
at painting ship. 20 miles
Long. by obs. 51° 30' W. Lat. by obs. 21° 57' N.

Friday July 25th 1841
Begins with a gentle breeze
from S.W. and clear. Steering S.W.
with all sail, and with a light
wind from S.E. Lat. by obs. 23° 39' N.

Monday, July 26th 1841

This day a light breeze from S.E. with
clear, steady S.W. W. with all sail
up hoisted at 10 minutes ship, at
1 P.M. sent in ship, so on. This day,
left by ship, 25th 24th M.

Tuesday, July 27th 1841

This day a light breeze from
S.E. & clear, steady S.W. W. with
all sail, at 7 am, lowered a hoist
and hoisted the ship, Sarah Parker
of Boston Commodore Martin's private
Singapore bound to Boston, so on
left by ship, 26th 42 M.

Wednesday, July 28th

This day a light breeze from S.E. to
East, steady S.W. by N. with all
sail in company with the ship
Sarah Parker, employed at printing
so on. left by ship, 27th 39 M.

Thursday, July 29th

The force of the wind this day
a light breeze from S.E. & clear,
steady S.W. by N. with all
sail in Co. with the ship
S.P. employed at printing
ship left port the same
so on. left by ship, 28th 26 M.

Friday, July 30th

This day a light breeze from S.E. to
S.W. & clear, steady S.W. by N. with
all sail sent the ship, in Co. with
the ship, so on. left by ship, 29th 21 M.

Saturday Aug 31st 1861
Commenced with a light breeze
from S. & clear steering N. by W.
at 10 AM. wind fresh. at 1 PM. wind
at 2 AM. duty. goes with a gentle
breeze from S. & clear by 10 AM.

Sunday Aug 31st 1861
The day a light breeze from
S. & clear, steering N. by W. with all
sail. some of the ship's cargo, barrels,
and one other ship, as ordered.
Lat. by obs. 31° 56' N.

Monday Aug 31st 1861
Commenced with a gentle breeze
from S. & clear, steering N. by W. with
all sail. at 10 AM. went to the N.
Sail to repairs, at 11 AM. sent it
engine. saw nothing worth
taking. by obs. 31° 56' N. Lat. by obs. 31° 56' N.

Tuesday Aug 31st 1861
The day with a light breeze from
S. & clear, steering N. by W. with
the wind, saw nothing worth
taking. goes with a fresh breeze
from S. & clear, steering N. by W.
Lat. by obs. 31° 56' N. Lat. by obs. 31° 56' N.

Wednesday Aug 31st 1861
The day with a gentle breeze
from S. & clear, steering N. by W. with
the wind, saw nothing worth
taking. goes with a fresh breeze
from S. & clear, steering N. by W.
Lat. by obs. 31° 56' N. Lat. by obs. 31° 56' N.

2

Long

...

2/10/18

Jan

Tuesday August 10th 1841

These 24 boats in the house from
the S.W. & clear to the morning at 11th by 11th
with all sail saw two sail to ends
Valentin 2... 1 S.W. by 11th 38th 89

Wednesday August 11th
is day a strong breeze from S.W.
& clear steering to 11th with all
sail saw two sail to ends
Long by 11th 20th Lat. by 11th 20th 89

Thursday August 12th 1841

Commenced with a light breeze
from S.W. and a thick weather steering
to S.W. with all sail at 5 P.M. cast
lead in 45 fathoms water, Middle
part light air from S.W. and rain
thickened with a thick fog. Latter part
with air from N. & fresh at 11 P.M.
Look a Pilot at 12 noon saw Gay her
bearing N.E. Dist 5 leagues, so did
a few

Friday August 13th 1841

Commenced with a light breeze
from S.W. steering to S.W. with all sail
at noon passed the light house
on Clark's Point at 7 P.M. Letter saw
saw the wharf so ends this voyage

Valentin Figueroa

Jamez Smith

[Large handwritten flourish or signature]

Youth is the time to serve the Lord
Youth is the time to serve the Lord

Youth is the time to serve the Lord

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Youth is the time to serve the Lord

1843... 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

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Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Command your passions early, Valentin

Bargue Mary Frazier James Smith 1843

Bargue Mary Frazier James Smith

Bargue Mary Frazier James Smith

Bargue Mary Frazier James Smith

Publics led by the American common school
this book is an 18 mo., 243 pages, in cloth - Price 50 cts.
pronounced to be Mrs. Sigourney's best book, and one of
brightest gems of the modern press.

The book is intended as a reading class book for
beginning learning to read.

It is doubtless better than any school book of modern times,
such a stern reformation in the public mind as this:
these men, and the voice of indignation are unnumbered
with merit. Every young lady should read it; and
that does not procure it, buyers daily should read
it the beautiful and practically domestic economy, from
Bible and these moral and intellectual

Productions that are the result of labor more than
lie under too great 1848

lie under too great discord bantages, the name of com-
parable, less, and the composition itself is old in fact,
author's only motive Boston Boston, 1843

Boston Boston 1834 Boston

and the juice of olive grease &c oil to remain or lubricate with
oiliness of lanes, unsuitableness greasiness Boston 1843
oiliness oil man & one who trades in oil and pickles New
press the another complete right of sale not material of the
Ripen oil to grease Time ripeness maturity New Bedford
the ripe oil a. n. to find in the surface as a
Ripening & summer War oil &
nearly note lead elegantly New Bedford 1843

James Smith Benjamin Siqueroa

1843

Barque Mary Frazier, James L Smith
 Barque Mary Frazier, James L Smith
 Barque Mary Frazier, James L Smith
 Barque Mary Frazier, James L Smith
 Boxy, resembling a rose in bloom beauty or
 (Prognosis)
 Rope, corde or string or halter
 Scholaship, learning
 Scholastic, pertaining to the school -
 Sch

Tuesday Dec. 5th 1848
 This day fine winds and good
 weather at 9 AM. saw Mr. White
 at 10 lowered all two boats at 12
 took one to the ship so ends this day
 Long by Chr. 120-00 W. L. 4 16 L

Wednesday Dec. 6th 1848
 This day some snow and hail
 at 4 PM. finished cutting
 the above mentioned W. at 6 PM.
 took more Whales at 7 lowered at 9
 took one to ship at 12 finished
 cutting so ends this day
 Long by Chr. 120-48 W. L. 4 20 L

WB

James L Smith, Balentin Figueroa 1848

Bargue Mary Trasier v. B. Boston

Borgie Mary Frazier - M^{rs} Boston

W. A. R. 1844

Largaron Bote, alia 1 Delatunde, Ecapiitan blanco
 y negro, inequelabablonatamamandibisaron. Oha Bala
 ca, ine largaron. Bote porque. Habia mucho tiempo.

El Segundo Dia intanoché pusieron Enabio E. & H.

arrivaron 2 Fragatas la Cortada Ballena

1766

Lat. By. 55 38.

Domingo De Luna

Lang. 145-49

mae Biento Biron una lathia. Enchayron
de roque Habia. Muchosientos del latido y prision
de Biento, ch. ch. W. Gora. Pusieron Chintia
decar. Porra. Habia mucho Biento y de
dia. Xieron Bala. Digiron Baren alinto. P. m.

Cunningham, Clarence Earl, 1891-1918
Harris, George, 1891-1918

1.º Luis E. Ballenas. El trancador. Letiro El surgen
2.º Joaquín Torque. Lugo i.º Hicoy. Lugo. Lugo. Lugo. Lugo.
3.º Joaquín el pitote. Lugo. Lugo. Lugo. Lugo. Lugo.
4.º Ballenas. Lugo. Lugo. Lugo. Lugo. Lugo.

^{Figures}
~~Metates~~ Pl. 34^m
 Primer. una Batina. Carga. n. lat. 11^h 40'.
 Pilotranco. Hino. Aquas. Cortaron. Lalia
 Primer. abor. primario. Elabio. P. alas 11^h 40'.
 Primer. L. Fergatas. P. P. 11^h 40'.

B. laticaudata Lat. 14° 10' Long. 149°
Spores. Having spore 14 microns.

Valentin Fiquenon James
L Smith

1849

Bargue Mary. Frasier James Smith¹⁸⁴³

Sunes. De 3. De M., 1844. In

Marante detatar. Binas una balla honesta
Concepcion. Encolyma Glacunginos
A Costado. Inoculabuenas. Glacaron in.
Sen Elmio. hincito. 4. Ballenas lanna hila Satia
Encurpina. Unurionulacio D. W.?

Lat. 1. No Lao

Martes. De 4.

Commodore. 1844. 1844. 1844. 1844.

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James Smith 1843

Large, irregular

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Un día de verano



Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.

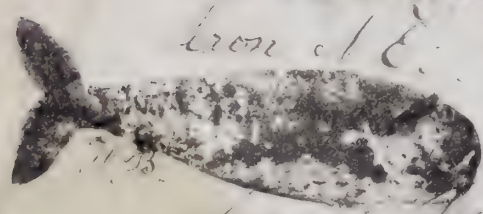
Miércoles 25 de Julio



Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.

Jueves 26 de Julio

Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.



Viernes 27 de Julio

Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.

Sábado 28 de Julio

Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.

Domingo 29 de Julio de 1844

Martes 24 de Julio de 1844
al amanecer salieron de la ciudad una
fragata y siete buques de guerra. En el
puerto quedaron en el puerto. En la
noche salieron de la ciudad.

Long. 111
Lat. 33

On the N. W. Coast

June 2. 1844

At 10 AM. Towed Eliza May, Benito
macha, Saramo, ymicho, aguasero, Inuytoroimay
malo, inc. Shidiron. Treis. yalas, S. bra. Sigieren,
Sila 3. Oragua, Diegas. y pusieron el ancla.

At 10 AM. Towed Eliza May, Benito 1844

At 10 AM. Towed Eliza May, Benito
Bola. Mas 1. Delator 1 B. tanuco. Mas 3. Delator
1 B. De Soto. Mas 4. Mas 4. Mas 4. Mas 4. Mas 4. Mas 4.
En el Cortar pusieron el ancla N. W. Lat. 55 33. S

Long 144 11.

At 10 AM. Towed Eliza May, Benito 1844

At 10 AM. Towed Eliza May, Benito
pusieron el ancla. N. W. Tiron. 1. Dragado.

Lat. 55. 37. S.

At 10 AM. Towed Eliza May, Benito 1844

At 10 AM. Towed Eliza May, Benito
inc. Saramo, ymicho, aguasero, Inuytoroimay
malo, inc. Shidiron. Treis. yalas, S. bra. Sigieren,
Sila 3. Oragua, Diegas. y pusieron el ancla.
Long. 145. 47, Lat. 55. 37. S

At 10 AM. Towed Eliza May, Benito 1844

At 10 AM. Towed Eliza May, Benito
pusieron el ancla. N. W. Tiron. 1. Dragado.
En el Cortar pusieron el ancla. N. W. Lat. 55 33. S

At 10 AM. Towed Eliza May, Benito 1844

At 10 AM. Towed Eliza May, Benito
pusieron el ancla. N. W. Tiron. 1. Dragado.
En el Cortar pusieron el ancla. N. W. Lat. 55 33. S

Luz. Diazier. en el día 1.º de Mayo

Domingo De 8. 1844.

1. Hechos hechos pasado el día como bien tenía
de Basiles. ensinado. cubierto. incluyeron
con abago. Porque. Para. Domingo
Eusieron. Eluabio. Dulas. 3. P.M. Sigie
ron. Solo. Sat. 55-58.

Lunes. De 9. 1844

1. Hechos hechos pasado el día. Bien alas 1.º
Delatador. Sigieron Solo. Eusieron eluabio
E. M. alas. 6. P.M. Sigieron Solo. Eusieron
Eluabio. Kulla. 12. Sat.

Martes. De 10. 1844

Hechos hechos pasado el día. Bien alas 1.º
Solo. incluyeron. Kulla. 12. Sat.

Miércoles De 11. 1844.

Hechos hechos pasado el día. Bien alas 1.º
Solo. IB. Franco. ala. Kulla. 12. Sat.

100.30. Jueves. De 12. 1844

Hechos hechos pasado el día. Bien alas 1.º
Solo. IB. Franco. ala. Kulla. 12. Sat.

Viernes. De 13. 1844

Hechos hechos pasado el día. Bien alas 1.º
Solo. IB. Franco. ala. Kulla. 12. Sat.

James, Thmth. 1844 And Sun
Sabado De 11. 1844

Alas 2 Del Via Libisamos Ballenas. 3 asi
en Etnabio. S. E. alas 4 cras separaron. S. E.
Ilas 4 cras Vigieron. Solo. Lat 33. 35. S.

M. B.

Domingo. Tho. 15. 1844 July.

Alas 4 Delamanana Libisaron 1 Ballena muerta
La garon. Bote acogala. islabo. Buena Via
Fragata. Encostado. Que islabo. Frica. Camitad
Ila. Chamitad. Sacoraron. Ila. Fry. Joven. Salg
2. Delataria Libisaron 1 Fragata que 12 me
ses. Salido. Telamerica. Iria. 300. larg. lo. que
Saltaban. 300. Vicos. Lat. 33. 34. S. 1844.

Lunes. De 16.

Alas 8. Del Via Libisamos 1 Ballena
Separaron. Etnabio. N. A. W. 12 Lat

1844

Martes. De 17. 1844

Alas 4 Delataria 3 Kimer 1 Ballena muy
grande. Langaron. Bote. El primer Piloto. Fran
co. ino. Camataron. Pzque. Reliaba. Ma. the
Separaron. Etnabio. N. A. E. Lat. 33.

Miercoles. De 18. 1844

Alas 6 Delamanana. Hieron 1 Ballena muerta
Separaron. Etnabio. Est. Oulas 1 cras separaron.
S. W. Lat. 33. 31. S. Jimes. Fragata. Dej. Jinde

Jueves. De 19. Tho. 1844 July

Hoy. 10. Kimer. Frica. Elia. como. bien. Separaron. Etna
Bote. A. E. que. hoy. Via. an. el. lase. Senando. El. as. de
abajo. alas. 5. Delataria. 4. separaron. Separaron. Camitad
huita. Salas. 1. cras. Vigieron. Solo. Lat. 33. 34.

Mary, Annie

Sababado. Just. Tho. Int 1844
 alus & De la Corte. Sibisamos & Saltem
 muy Grande. Incluyeron Bate for val
 habia macho. Pienso duro Tysieron
 Elvatic St Lat 35. 4

Domingo. La 29. 1844
 alas 8. Delia. Primer / Fragata Juo
 binas Bailona. Pasaron el mar
 A 3. Lat 35.4.

June 23. 1844

3 Liliac. Libisamas 1 Ballena. Two Sargassum
Isle. Sargassum. habia mucho. Paramo, many. Two
many. Tigers. Pusieron, Enabiv, A. E. Sala. 4. Oros.
Libisamas, 24. Fragatas. Salteritas, Las. hacharon, Feb. 53.
+ From the sea

Fron. & the dead

Pinnatifid fronds. In 14. . . 1846 July 1847.

*Also C. Eldra Fibsamor. A. Thallomania. Margaret
J. Stacion. gressita Buena Pasion etna
Dign. E. Lata 55. D. v. S.*

Micropterus
Hudson. Aug. 43. 1844. Tullio

[illegible]

10

Funes, Di 26. Mayo. 1844

Birney 27. Mo. 1844

Friday the 18. Fe. 1844 D. Julio

Deming Dec 29. Dec 1844

June 30th 1844

Madis Dec 31 1844

Minutis Le 1 Agosto 1844

Was (T. dia. rubrum) costaricensis Bullena also (T. dia. rubrum) De la. (Bullena) Spission (H. dia. S. S.)
Notes of the same (the) (Bullena) Spission (H. dia. S. S.)
Lat. 15, 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 83

viernes. 3 de Agosto. 1844. En the V. I. H. Cor
J. M. de S. de Agosto. 1844.
... 5. Alia Titularon. 1 Bayona. 3. largaron Bote,
ino. largaron. trancar. Porque habia. Mucho Bient
J. M. de S. de Agosto. 1844. 3. cras. P. M. 5. cras.
una fragata. J. M. de S. de Agosto. 1844. Lat. 55. 50

viernes. the 3 de Agosto. 1844.
alas 1. de la. Bient 1. Bayona. J. M. de S. de Agosto.
Bote. Porque. habia. mucho. Barano. J. M. de S. de Agosto.
Eladio. J. M. de S. de Agosto. 3. de la tarde. Bient 1. de
J. M. de S. de Agosto. Eladio. S. E. Lat. 55. 50

Sabado. the 4. 1844.
alas 1. de la mañana. Bient 1. fragata. Frita
de S. de Agosto. Se hablaban. ino. Fiereron. aboed
J. M. de S. de Agosto. Eladio S. E. S. de Agosto. 12. de la. de la.
Bient 1. Bayona. Iniesta. J. M. de S. de Agosto. chelcosta
do. Lat. 55. 15. Iniesta. Bient 1. de la. de la.

Domingo. the 5. 1844.
alas 8. de la. Bient 1. Bayona

List	Valentin	Frequency
Abigail	Cor. L. W. Morgan	July 28 (37 P. 310
addison.	West Isaac B.	Richmond June 3 41 idly
adeline	Gray, Hobland Jm.	to Oct. 13, 40 ind 349

This day some squalls of wind hail &
 snow leading. Lat. Long. $101^{\circ}30'00''$ W.
 of Terrestrial

The marks on hand the 7

Exposición de Previsiones Comunes *del*

Jan 2 ^{da} 1884	Jan 5 ^{ta} 1
Jan 29 ^{ta} 1	Jan 11 ^{ta} 1
Feb 11 ^{ta} 1	Jan 21 ^{ta} 1
Feb 26 ^{ta} 1	Jan 29 ^{ta} 1
Jan 4 ^{ta} 1885	Feb 12 ^{ta} 1
Jan 11 ^{ta} 1	Feb 21 ^{ta} 1
Jan 24 ^{ta} 1	Mar 1 ^{ta} 1
Feb 11 ^{ta} 1	Mar 12 ^{ta} 1
Feb 21 ^{ta} 1	Mar 20 ^{ta} 1
Mar 3 ^{ta} 1	Apr 1 ^{ta} 1
Mar 13 ^{ta} 1	Apr 11 ^{ta} 1
Mar 23 ^{ta} 1	Apr 22 ^{ta} 1
Apr 2 ^{da} 1	May 1 ^{ta} 1
May 12 ^{ta} 1	May 11 ^{ta} 1
May 31 ^{ta} 1	May 17 ^{ta} 1
June 11 ^{ta} 1	May 27 ^{ta} 1
June 23 ^{ta} 1	June 9 ^{ta} 2
July 6 ^{ta} 1	June 27 ^{ta} 1
July 17 ^{ta} 1	July 2 ^{da} 1
July 24 ^{ta} 1	July 12 ^{ta} 2
Aug 5 ^{ta} 1	Aug 7 ^{ta} 2
Aug 13 ^{ta} 1	Aug 14 ^{ta} 1
Aug 25 ^{ta} 1	Sept 1 ^{ta} 1
Sept 5 ^{ta} 1	Sept 28 ^{ta} 2
Sept 12 ^{ta} 1	Oct 12 ^{ta} 1
Sept 23 ^{ta} 1	Oct 24 ^{ta} 1
Oct 2 ^{da} 1	Nov 12 ^{ta} 2
Oct 29 ^{ta} 1	Nov 24 ^{ta} 2
Nov 1 ^{ta} 1	Dec 4 ^{ta} 2
Nov 11 ^{ta} 1	Dec 25 ^{ta} 1
Nov 21 ^{ta} 1	Jan 5 ^{ta} 2
Nov 30 ^{ta} 1	Feb 6 ^{ta} 1
Dec 9 ^{ta} 1	Feb 19 ^{ta} 2
Dec 14 ^{ta} 1	Mar 1 ^{ta} 1
Dec 27 ^{ta} 1	Mar 22 ^{ta} 2

April 5 ^{ta} 1
April 23 ^{ta} 1
May 25 ^{ta} 2
June 10 ^{ta} 1
July 13 ^{ta} 1
July 31 ^{ta} 1

Gracia

James Smith

Valentin Figueroa

Lista Demi Poder

Via camina que in Portale
C. P. L. V. p. a. d. e. a. l. o. n. e. s. 12
neales
P. y. o. n. o. l. d. a. s. a. p. l. a. s. a. -
V. y. p. a. s. o. D. o. r. n. a. l. e. s. S. u. p. e. r. i. t. a
U. n. e. s. m. o. m. e. d. a. b. a. P. o. d. o

Lista de mis Compañeros

nos 29. P. S. J. o. r. n. a. l. e. s.
E. m. e. n. e. d. a. 13 P. S. L. u. i. s.
tro p. i. n. o. n. e. s. 19 P. S. R. a.
nuel L. o. s. 28 P. S. P. e. d.
e. C. n. a. t. e. - - - - - 2
E. t. o. l. o. a. p. u. n. t. o. P. e. r. r. a. g.
u. e. L. u. a. l. y. a. n. d. e. s. - - -
L. e. s. a. l. g. a. n. D. e. m. e. y. a. n. d. e.
Y. p. o. n. e. s. v. e. s. C. o. a. p. u. n. t. o. - - -

Valentin
Valentin Figueroa

On Board of the Bark *Clarice*
 Bark this day or average to the Port
 at *Crespi Volcaning the*

Nov 11th 1838, 1

Dec 9th 1

March 23rd 1 1839

March 31st 1

June 1st 1

July 31st 1

Sept 23rd 1

Nov 29th 1 1840

Dec 25th 1

Sept 7th 1

April 23rd 1

June 24th 1

June 24th 2

June 24th 2

Valentin y

Boy de Valentin Figueroa

Boy de Valentin Figueroa 1844
 (6)

Boy de Valentin Figueroa

Boy de Valentin Figueroa

Boy de Valentin Figueroa
 Joaquín Barba May Frasier

Valentin Figueroa

8 8 9

7 21 7

1577 6

1331 3

8 8 9

7 21 7

1577 6

1331 3

Bole Bole

An Account of Provisions Consumed on Board the Barque Mary, Frasier Dec. 15th 1843 to Dec. 15th 1844

Dec. 1 st	1
Dec. 2 nd	35
Jan. 1 st	503
Feb. 2 nd	25
Feb. 14 th	503
March 1 st	
April 1 st	134
April 24 th	171
May 23 rd	131
June 14 th	124
July 7 th	130
July 26 th	157
Aug. 19 th	132
Dec. 21 st	164
Dec. 1 st	156
March 1 st	164
Apr. 4 th	Mos.
May 13 th	
June 1 st	
July 4 th	110
Aug. 19 th	127
Sept. 7 th	132
June 7 th	130

Barque Mary Frasier

October 3rd Demuth 1843
 Diamante Loginos Las Ballenas
 alor 5. Mues, Salidas Destacando
 Gueque 1 De 39 Batiles golna:
 De 15 Caducapitan LuDeltensu
 Platos 20. Batiles Balila



5. 100 605. Line agala

Balentin Figueroa

Log de Balentin

Barque Mary Frasier

Log de Balentin Figueroa

Noviembre 1843

Barque Mary Frasier
 Biste 2 Forusgatas
 Ballenas Vaablamonon
 andakampiendo Ballena
 3 Supremera 30 pabiles
 Otra 20 Otra 15

(Supra)



Log de Balentin Figueroa

Valentin Figueroa

Bank Mer

Valentin

Juana

Valentin

Dom 9 34
11 22
31 30 67 (99
27 7
211

February 7th 1841

Lat. 20° 24' N. & Long. 95° 00' W

Dospen
Valentin

Fig

Tua

Senon Antonioluna McCaley

D

Jubian Figueroa

James

Barque Mary Frazier

Valentin Figueroa
Valentin Figueroa

Valentin

